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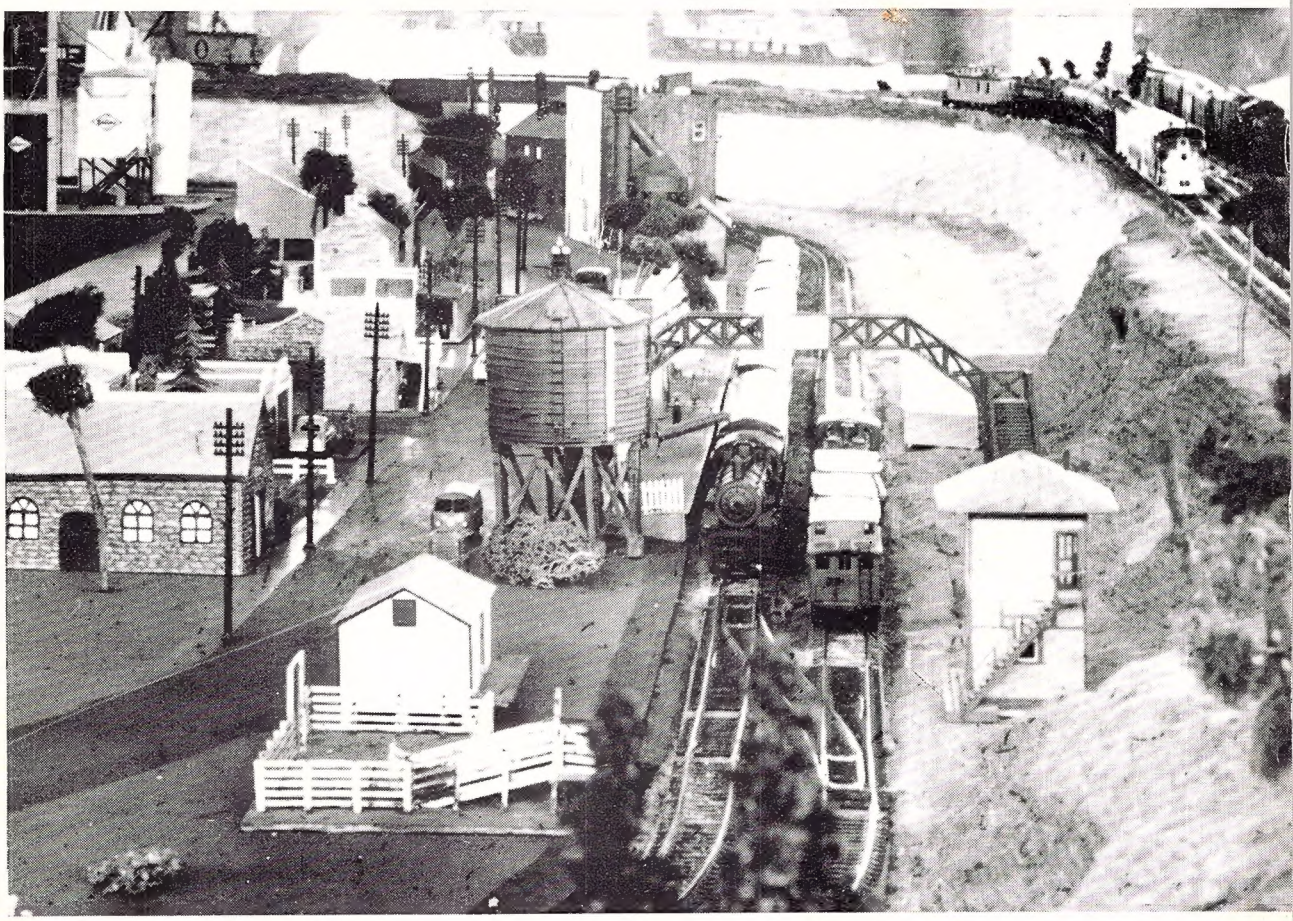
THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

June-July, 1963 **Price 2/6**



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CASTING IN EPOXY RESIN

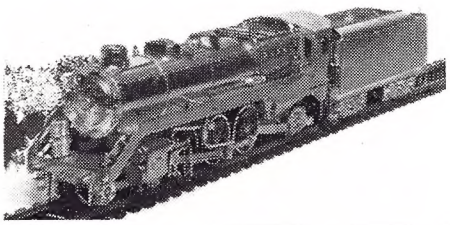
AROUND THE WALL LAYOUT

DETAILING THE LOCO DEPOT

Incorporating "THE BOOSTER"

Current News from . . .

THE MODEL DOCKYARD PTY. LTD.

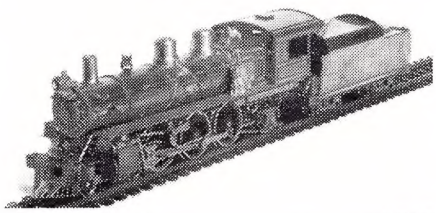


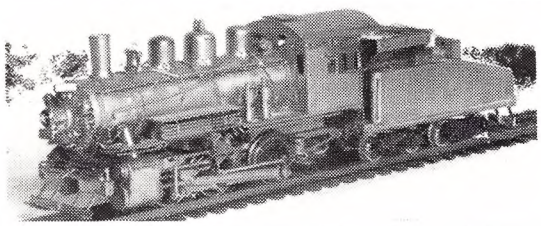
N.S.W.G.R. C.38 CLASS LOCO.

Following details in the April-May Model Railroad Magazine, here's a view of the actual HO production model. Stocks now available from all leading hobby outlets. Price, **£26/15/0,** unpainted, ready-to-run.

G.N. PACIFIC LOCOMOTIVE

Another good quality product from the Kumata works! Ideal motive power for your crack 'varnish' consist! Price **£22/15/0,** unpainted, ready-to-run.



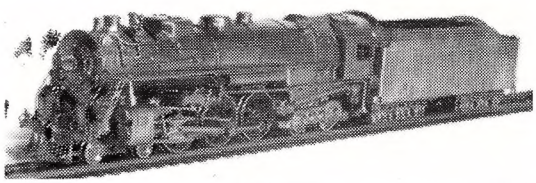


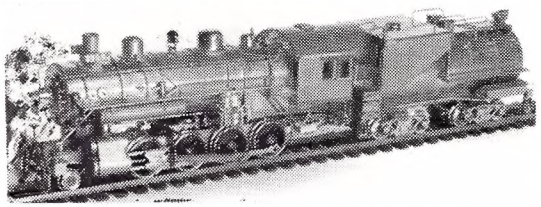
C.N. 0-6-O SWITCHER

A medium power general purpose switcher for any yard. Equipped with working headlight. Price **£20/7/6,** unpainted, ready-to-run.

N.Y.C. J3a HUDSON LOCO.

Like the C.38 Class Loco., this model is beautifully detailed and features sprung mainframe, working headlight, drop front coupler, etc. Price, **£28/15/0,** unpainted, ready-to-run.





S.P. C-10 CONSOLIDATION

A medium traffic Loco., this model is equipped with sprung mainframe, working headlight, etc. Price, **£24/0/0,** unpainted, ready-to-run.

Check this list for other excellent Kumata products:—

B. & O. S-1 Class 2-10-2 Loco. & Tender, £37/15/0; U.P. 4-12-2 Loco. & Tender, £70; **NEW** — Baldwin 1900 2-4-2 Switcher & Slope Back Tender, £8/17/6; 0-4-0 Plantation Tank Loco. (with pair of interchangeable stacks), £4/17/6; HOn3 Plantation Tank Loco. (with pair of interchangeable stacks), £4/18/6; L.M.S. 2-6-0 'Crab' Loco. & Tender, £25; Double Truck Birney Safety Car, £9/3/6; Double Truck, Maximum-traction, Saloon Car, £13/5/0; Single Truck Saloon Car, £7/10/0, **NEW** — Pacific Electric 71' Interurban Motor Car, £17/15/0; NEW Pacific Electric 67' Interurban Combine Motor Car, £17/15/0; Harriman Baggage, Combine, Coach and R.P.O. Cars, £3/16/0 each; Brill 75' Gas-electric Car, £17/8/6.

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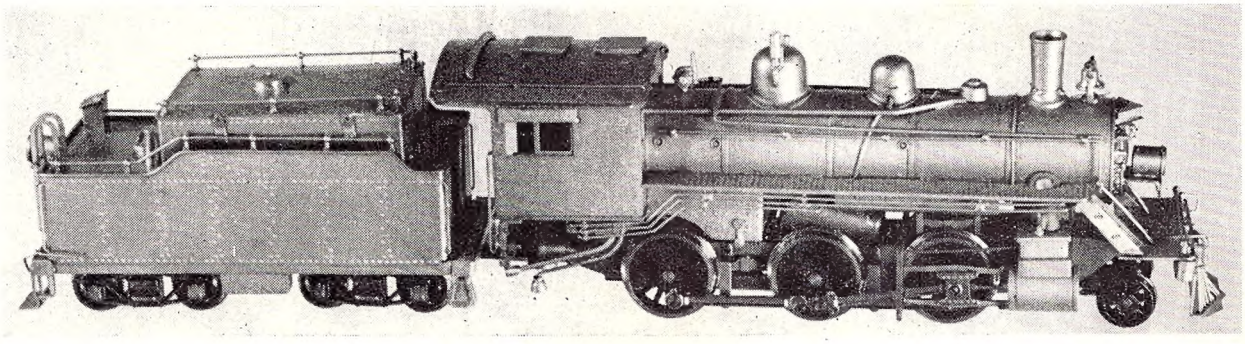
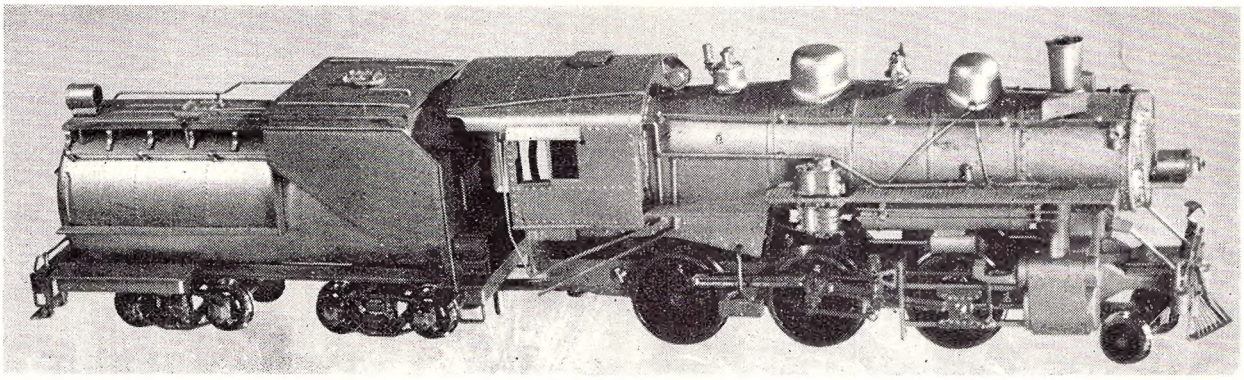


CANADIAN NATIONAL 2-6-0 MOGUL. PRICE £19/15/-, Unpainted, ready-to-run.



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THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

Vol. 1 No. 2 — JUNE-JULY, 1963

Incorporating **THE BOOSTER**

THE OFFICIAL JOURNAL OF THE SOUTHERN CROSS REGION OF N.M.R.A.

AUSTRALIA'S LEADING MODEL RAILROAD MAGAZINE

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MEET THE EDITORIAL CREW

Staff cameraman Ivan Ive will find any excuse to use film so he cooked up the brilliant idea to record the staff hard at work preparing this issue for publication.

Around the table from left to right are: John Wheeler, Frank Maxwell, Basil Hammersley, Ivan Ive, the Editor, John Parker, Norman Coughlan, Ken Spilsted and Peter Calvitto. Yes, Ivan set the self-timer and joined the group.

As far as possible the work of preparing the magazine has been spread out to the members of the staff. Peter is the cartoonist and has designed a couple of the headings for the regular features. John Parker has done some of the other art work and is also available for drafting and line work. Norm is a draftsman, too, and is allotted the task of redrawing the sketches for the construction articles and will be doing some of the loco and rollingstock plans.

Frank, Basil and Ken are best termed rewrite men, for to them falls the unenviable task of deciphering the manuscripts of letters and articles which arrive at the office, and presenting them to the Editor in a readable form.

Then what does the Editor do? Well, he has the easiest time of all. He just collects all the material and sends it off to the printer and waits for all the letters to pour in telling him what a wonderful magazine he has produced!

On the Cover:

At the recent Adelaide Exhibition the Central Division of S.C.R. of the N.M.R.A. won an Order of Merit with this layout. Built in HO scale, the layout is quite portable and will be seen at other functions

HO 2-6-0 Mogul C.N.R.

Hobbyco, George Street, Sydney.
Price £22/10/0.

The model supplied was brand new in its original unopened packing. It was well protected against transit damage and was sealed in plastic bags against moisture. Set on the track without oiling, the locomotive ran quite smoothly right from the start. We tried it on three types of power packs, namely multi-tap transformer voltage control, H & M Duette and lastly our new transistor throttle. It behaved well on all three. With transistor controller it crept along with wheels barely turning over, taking nearly five minutes to travel 12 inches.

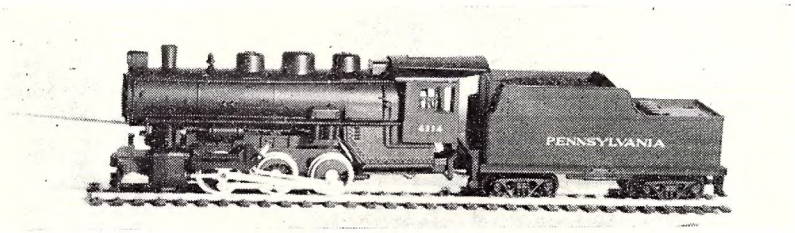
The locomotive is of Canadian National Railways prototype with the high tender characteristic of this road. There are plenty of lost wax castings on locomotive and tender. We have no prototype plans available to compare the dimensions.

The loco wheels checked out correct with the NMRA gauge; however, two wheel sets on the tender were slightly under gauge. This is easily remedied and not a serious fault.

As with most brass locomotives it could do with extra weight; the test loco would not push five Athearn box cars up any 5 per cent. grades; the wheels kept slipping; however, light pressure on the top of the loco did the trick. All the drivers are flanged and the loco negotiated 18-inch curves without any trouble.

The drawbar is of the wireless type which is far superior to the wire and clip variety. (We hope that some of the importers will bring in some of these as spares; there should be a good sale for same.)

Generally the locomotive is well made and sweet running and at £22/10/0 is worth adding to your roster.



HO 0-6-0 Switcher Kit

Athearn, Los Angeles, California.
Supplied by J. Searle & Sons, 315 Pitt St., Sydney.
Price £6/10/6.

This tender loco has a well-detailed plastic body, which lends itself admirably to super-detailing, with a semi-flat black finish requiring no painting. The basic parts consist of plastic body and a weight which incorporates an unusual pick-up contact plate; these two parts require but one screw each to affix them together to make the body complete.

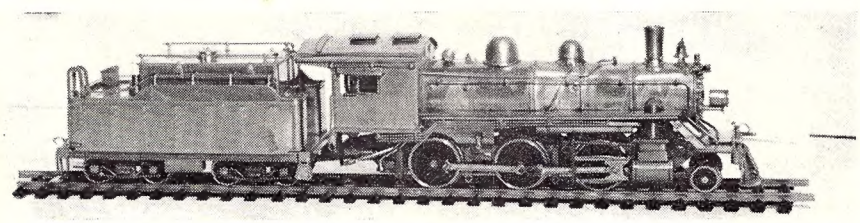
The power pick-up system is unique in that there are no contact shoes to wear out, it being made by the driving wheels only. These are mounted on the frame one half of which is completely isolated from the other half along the centre of the casting in the region of the drivers. A very clever idea.

The valve gear which is supplied works perfectly and is very simple. Study the instruction sheet carefully. On the sample which we assembled, one of the coupling rods was found to have the bolt holes punched slightly off centre (although in line); this in no way affected the free running of the loco. A working headlight is supplied being an indirect light transmitted from the globe to a lucite rod lens. Wheels are of solid metal with nickel silver tyres.

A tender is supplied with Andrews trucks already fitted so all the builder has to do is fit two handrails, coupler and lamp. The latter can be made to operate if desired at the option of the builder. The tender has fine rivet detail, steps and water covers.

To sum up, we would say this loco has a good weight, a powerful 5-pole motor and is numbered. It could be used on any railroad for all purposes.

H0 2-6-0 Mogul C.N.R.



Twin Speed Controller

Hammant & Morgan.
Australian Agents:
Harris & White Pty. Ltd.
Available from all hobby shops.
Price £9/19/6.

This unit, as you can see, is extremely compact, simply requiring to be plugged into the 240V AC outlet and the 12V controlled DC terminals connected to the track and you're in business. Each throttle can be connected to its own section of track or can be coupled through a series of switches to form a cab. In addition to the two controlled DC outlets there is a 12V uncontrolled DC and a sixteen volt AC circuit for auxiliary equipment.

The speed control is through 180° with centre off, and direction control accord-

(Continued on Page 8)

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Editorial . . .

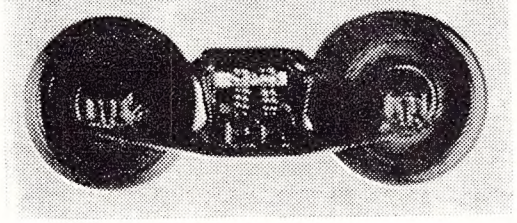
Every year over 13,000 members of the National Model Railroad Association elect a new President and Officers to the Board of Trustees. Ballot papers for the 1963 elections are now being distributed throughout the world. It is a well-known fact that members of clubs and associations are often indifferent about elections and members of N.M.R.A. are on the whole no exception. However last year the Southern Cross Region had the largest return of distributed ballot papers and accordingly I exhort all members to return their ballot papers promptly and set an example to the other regions by having a 100% return.

Part of the pleasure of railway modelling is showing off one's artistry to other modellers. Examining the other fellow's model is fun also and there is no place more suited to this than at an exhibition. Railroaders in Sydney will have an opportunity of attending the largest display ever seen in this city when A.M.R.A. stages The Model Railway Exhibition in the Sydney Town Hall on Friday 27th and Saturday 28th of September next.

Apart from the many clubs and associations which will be taking part there will be stands from many hobby shops, agents and importers. All readers who can do so are urged to attend not only to support the charity to whom the funds go, but to be able to examine the large range of merchandise that will be exhibited. A.M.R.M. will have a stand of course and incidentally will be providing a Cup and Prize for the best model in the show. There is a large number of competitions and here is a chance for modellers to show their creations to the public.

The exhibition of models brings to mind a problem which has beset model railroaders throughout the years. At the club or home layout there is always the visitor who cannot resist the temptation to pick up a model in order to inspect it more closely or who leans over to get a better view. Generally he is not a modeller or is very new to the hobby. Often a piece of rollingstock or a structure is broken by this thoughtless action and usually it is the one which is the frailest or has the most detail. The fellow who grabs a controller and piles up a train, sometimes onto the floor, belongs to this category too. The Golden Rule when visiting a layout can be summed up in these words: "Ask before touching; ask before picking up; ask before leaning closer".

Athearn



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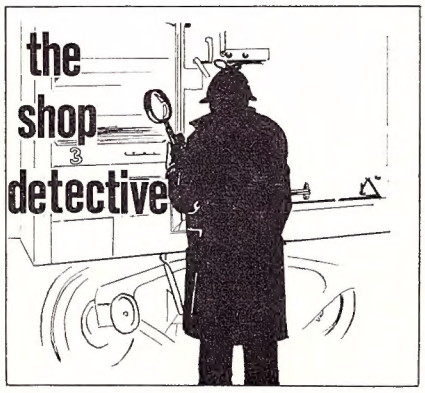
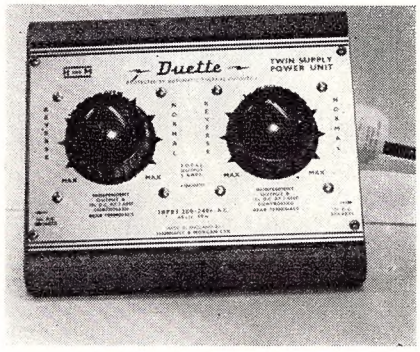


TT fans are being well catered for these days. HP products are available. We saw a good range in Brisbane recently at Piccadilly Hobby Centre in Queen St. Caboose 26/6d. each, flat, stock, box and hoppers 22/6d. each, locos coming soon, 0-6-0 £14/0/0, 4-4-2 Atlantic £18/0/0 and 2-8-2 £21/10/0. Have been loaned a kit to assemble and review; watch out in a future issue ..... Supplies of Gem TT track, turnouts, etc., also available from the same source .... Nearly fell over packing cases of Rokal TT sets in Cliff Searle's, Pitt St., Sydney, the other week — write or call for catalogue and prices ..... Austral Modelcraft, Laura St., Tarragindi, Brisbane, is producing a new wood shape consisting of 1/16" thick wood panel with 'T'-sections milled on top, spaced at 7/16" centres. These run full length of 2¾" wide panel, can be used for box car roofs, girder bridge or sides of a turntable; will be priced same as other panels at 2/- per foot length ..... Had a preview of a proposed new range of Kibri buildings, only photographs at this stage — ask your favourite hobby shop to enquire from the agents. The gantry crane and signal box reserve special mention; watch for review in Shop Window; there are also lots of new Merten figures available ..... Marklin fans watch for the following new lines — French Express, CC06/0DB Diesel in two or three-rail, Diesel Hydraulic Shunter in either German or Belgian colours, bogie high capacity Tank Car (heating oil) — German Railways ..... Model Dockyard, of Swanston St., Melbourne, have Pacific Fast Mail Tenshodo/United catalogues available at 10/- per copy. They advise that very little stock remains of the C38 and the next shipment "about July will be the finish of the production run", so hurry if you are thinking of buying as there will definitely be no more ..... For the HOn3 fans Dockyard also have the D. & R.G.W. K-27 2-8-2 Mike available, £37/10/0, and for the logging road exponents the HO B2 Shay, £36/10/0; both are ex limited stock ..... For traction fans the Romford 2-rail motor bogie is available and is fitted with flywheel for those smooth starts and stops; Dockyard price £4/11/0. Other items are K's Motor Bogie 58/- ..... full range of Pittman motors ..... Kadee couplers including the new MKD-6, 7, 8 and 4 sets.

SHOP WINDOW continued

ing to the direction of rotation. The rated capacity of each controller is 1½ amps at 12V. Protection is by a thermal cutout which is not particularly good because of its slow action. On test it cut out at 1¾ amps with a short delay when a full short circuit was applied.



The control of a variety of locomotives was very smooth from slow to full speed. Control was as good as a transistor controller except for the side benefits of the latter's acceleration and brake. At the price it is a good unit for both the beginner and the experienced railroader.

HO Switch Tower

Kibri, West Germany.
Supplied by the Agents:
Wilkinson, Beale & Tindley, Sydney.
Price 24/11.

We selected this sample ourselves from the importers and, as you can see, it's a little beauty. As with most plastic kits it is easy to put together; the only skill needed is patience. For those with an eye for detail this has just that.

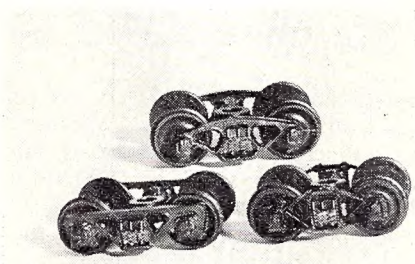
Internally the kit is complete with track diagrams and switch levers. Externally wood box, oil can, broom, shovel and other tools are but few of the details evident. Provision is made for the insertion of lamps for interior illumination.

Although the original is of German prototype, remove the name from the board and it would fit anywhere. For instance the signal box at Sydenham, in Sydney, looks very similar.

This kit is good value.

HO Freight Trucks

Athearn Inc., Western Ave., Los Angeles.
Supplied by:
Sydney Model Railroad Supplies.
Price 14/- pr.



Three types are available: Symington, Bettendorf, Archbar. The frames are good quality Zamac castings as are the bolsters. The trucks are fully sprung and each sideframe moves freely. The axles are Torrington ground steel, well balanced, with needle point bearings. The wheels are to the new NMRA Recommended Practice 25 shape and are brass oxidised black. The three samples all checked out with the NMRA gauge. The rolling qualities of the trucks are all first class and each pair rolled freely on a ½ per cent. grade. When fitted to a freight car they rolled from a standing start on a 1 per cent. grade which is equal to the best. Central Valley is the only truck which we have tried which rolls as well; however, they are about 50 per cent. dearer.

The wheels are 33-inch diameter and the frame has a 5'6" wheelbase. Kingpin is standard and will take a No. 2 woodscrew.

All told these trucks at 14/- pr. are extremely good value and will provide smooth, trouble free operation.

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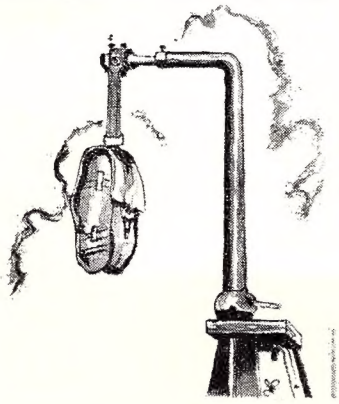

BE BRIEF — ABOUT 100 WORDS

Sir,

Having been an armchair modeller for some time, I have started to gather a few ideas about my layout. I have decided to include a break of gauge in the layout, and would appreciate some advice from other model railroaders regarding which gauge to use for the narrow gauge. The main gauge is to be 40, and the narrow either HOn3 or TT.

TERENCE CARPENTER,
Petersham, N.S.W.

● *This letter is a fine opening for some would-be author to submit an article on this subject for inclusion in a future issue.—Ed.*

Sir,

WOW . . . What a magazine; what happened while I was away? Having just arrived back after 15 months in England and Europe, it was a real surprise to open the big stack of mail and find what a thoroughbred our magazine has grown into.

The staff has done a great job of waving the magic wand.

Being full of enthusiasm, after a sea voyage home, I am in the process of demolishing my Oregon Lines, a timber railroad. It will shortly move further up the mountain, there is greater room for expansion, and thar's plenty of tall timber jerst fur the takin. However, a complete floor will have to be laid first and insulation fitted under the slates.

JOHN ROBERTSON,
South Yarra, Vic.

Sir,

I have been laid up in bed this last week with the 'flu. The main bright spot though is I have been re-reading all my copies of the Booster and making reference notes in a special book for the purpose.

There's no doubt about it, the Booster is really tops for a country bumpkin with Shop Detective to keep one up to date.

However, whilst reading, a horrible thought came to mind. Have I paid my subs. I believe they are due in July. My wife thinks I did, and I'm not sure. Enclosed is stamped envelope so you can let me know how I stand with the books, thank you.

I. D. HEAD,
Lithgow, N.S.W.

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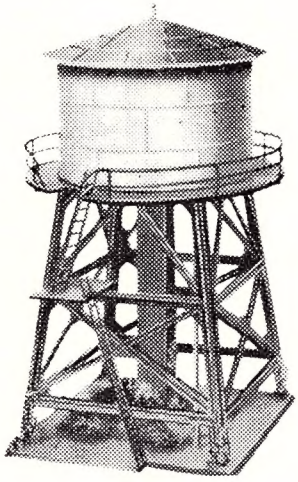

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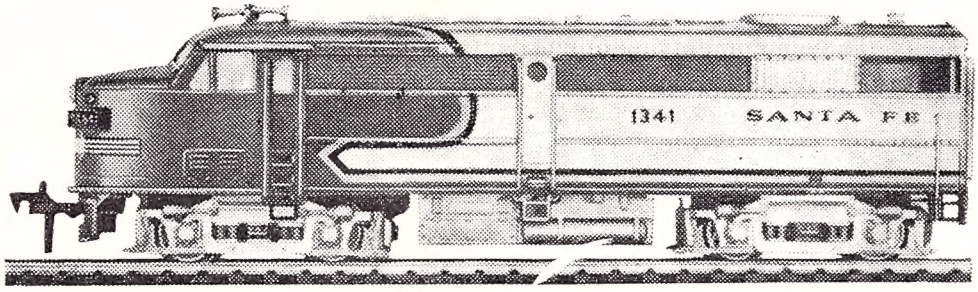

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TRADE INQUIRIES — 374 Kent Street, Sydney

Making things up for oneself, as the scratch builder well knows, has its own particular satisfaction. Some modellers prefer to do this because of the cheapness of the finished article; others produce parts because there is none available commercially. Paul models in 2 m.m. scale and, as yet, there are few items available for his models in the hobby shops. This article, however, is adaptable to any scale and almost any object.

By
Paul Leuven

CAST YOUR OWN ITEMS IN EPOXY RESIN

Firstly, let me introduce you to the material we are going to use for moulds and castings. These are Epoxy Resin and Hardener, which, when mixed, set at room temperature, due to the chemical reaction. Generally 70° F. is recommended; however, we should understand that temperatures below this will prolong working time, and temperatures above it, will shorten time. Therefore, mix only the quantity required, and use it straight after it has been mixed. If one mix is not enough, don't panic, just mix some more and top up the mould, as this will adhere to the first mix very well. Better to make too little, than too much, is the motto here.

For casting we use EPIREX No. 5023, which is a clear gel coat, with excellent melting properties, easily mixed (4 to 1 by volume or weight) and won't run off vertical surfaces.

For the mould we use EPICAST No. 2, a synthetic rubber solution which sets at room temperature to a tough inert elastomer with an elongation of 300%, and negligible shrinkage. It contacts very close to the surface, very useful to pick up that small detail! (Mixing is by weight only, 7 to 1).

To release the mould from the pattern, and cast from a mould, we use Releaser S.C.O., a solvent solution of silicone modified polyethylene wax.

All the abovementioned items are obtainable in 1 lb. tins, with directions, from the Epirez Division of Indelab Pty. Ltd., Granville, N.S.W.

Any good clean cut item can be used as a pattern, or you can make your own, such as the built-up bogie side frame (Fig. 1). A good material to work with is "Slaters" plastic sheets, as they come in various thicknesses, such as 10, 20, 30, 40 etc. thou. of an inch. I obtained mine from England.

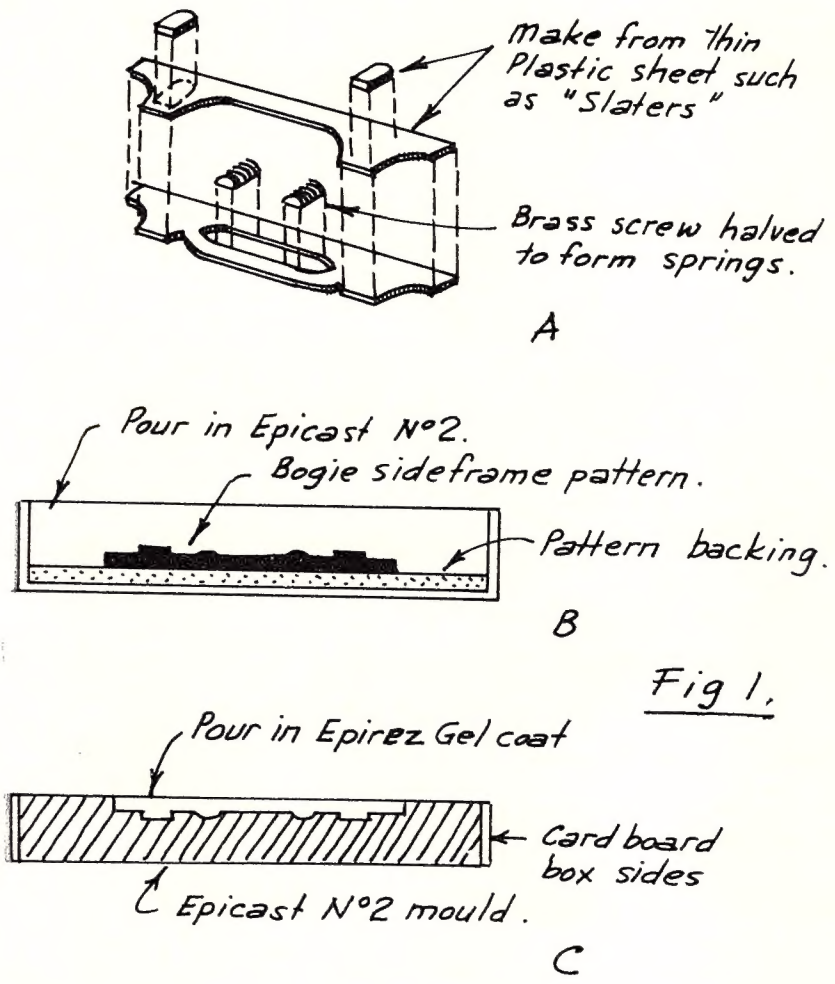


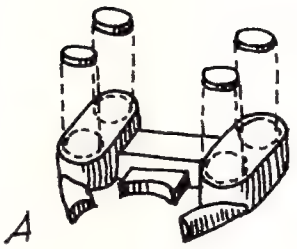
Fig 1.

If you use card as material to build up a pattern, you must seal it first with shellac, before you use the releaser on it. A sealer is also required if the pattern is a plaster-of-Paris model. Also keep in mind not to use under cuts or keep them to a minimum. If the pattern is to be a complicated form such as a cylinder block (Fig. 2), it would be best to keep it in two or three parts. You need only one half (as in Fig. 2A). Make two casts of it; these are then glued together with Araldite. The pattern is then mounted on a stiff cardboard backing, again with Araldite (Fig. 3A). Our pattern is then placed in a suitable cardboard box with a precise fit (Fig. 3B). The whole of the pattern and the inside of the box is given three coats of releaser agent, allowing drying time between coats. Make sure the three coats are applied to all surfaces, including small cavities.

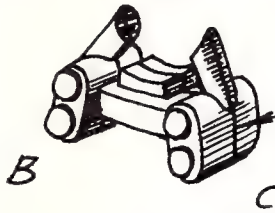
Mixing the Epicast No. 2 is the only precise job, and you should take care with the right proportions of resin and hardener, as the only way to do this is by weight. I use a letter weight scale and paper cups for mixing. First weight the paper cup, then pour in, say, three tablespoons full of resin, add hardener of 1/7 total weight minus the weight of the paper cup, and mix well. Stir carefully along the edges as well as inside the centre, to avoid entrapping air in the mix. When thoroughly mixed, apply a little first to all cavities, using a stick or wire. Make sure all cavities are well filled and that no air is trapped there. Then apply a little over the whole pattern and finally pour in the rest, until the top of the box is level. Shake the box a little while doing this, so that air bubbles rise to the surface; leave overnight to cure. The next

day, cut out the bottom of the box and remove the pattern, which can be re-used for more moulds. You have now the mould (as in Figs. 3C and 1C). Apply again three coats of releaser to the mould, including the whole top surface.

Before mixing the gel coat, I would advise you to rub your hands with releaser S.C.O., it makes them easier to clean afterwards. The gel coat is not hard to mix, the proportions being 4 to 1 by volume. One teaspoon is enough to do a dozen TT side frames, and you take first one teaspoon of resin, then ¼ teaspoon of hardener. Do not use the same spoon for resin and hardener, as chemical reaction sets up too quickly. If the room temperature is higher than 70° F. it is advisable to leave the tins in the fridge for a time, before mixing. Mix well and apply straight away to the moulds, using a wire or small stick to add drop by drop, to all cavities first, then build up to the top level of the mould (Fig. 3D). Use patience here, and prevent entrapping air bubbles. Leave overnight to cure.



Build up from small pieces, glued together and mount onto a stiff backing



Joint

Fig. 2

Cylinder block

Pattern can be made from Perspex

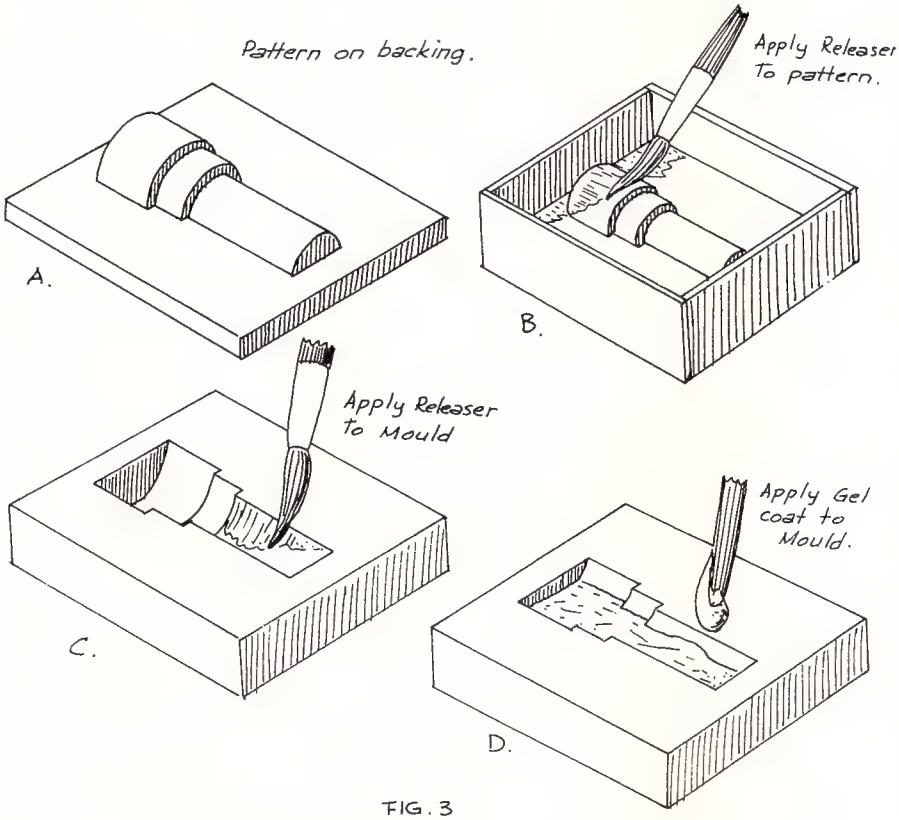


FIG. 3

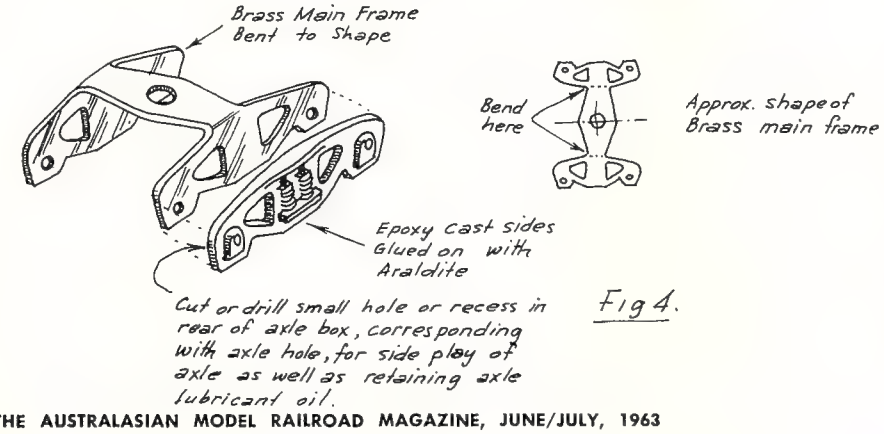

Brass Main Frame Bent to Shape
Bend here
Approx. shape of Brass main frame
Epoxy Cast sides Glued on with Araldite
Cut or drill small hole or recess in rear of axle box, corresponding with axle hole, for side play of axle as well as retaining axle lubricant oil.

Fig 4.

If the mixture has been lean, that is to say, you add less than ¼ hardener to the resin, the curing time is slowed down. And if you add too much hardener, the curing time is faster. This can be seen by the start of gelling, or the heat generating from it. To help a lean mix to cure faster, place the mould under a 60 watt reading lamp; this will accelerate heat to it. In no case should it be placed in an oven or on a hotplate. Too much heat will ruin it.

The release from the mould is easy. If some part does stick, however, use a little methylated spirit, and twist the mould farther back. The moulds are washed or cleaned with a little metho, and stored away in a dust free and cool place, preferably inside the cardboard box sides.

Fig. 4 explains the method of casting bogie side frames. In practice there is no end to the application of epoxy resin for model work. You could make sleepers, fences, telegraph poles, couplers, wheels, etc., etc. I am experimenting to cast complete locomotive bodies. In 2 m.m. scale, this is just the answer as only a small volume is required.

The initial cost might sound high to some of you as the smallest quantity available are only 1 lb. tins which cost over £3, the lot. But you must not forget that the quantity you can produce is so great that a side frame costs not more than 4d. or 6d., and that is not expensive.

(Any further queries about this article please contact Mr. P. Leuven, Box 88, P.O., North Quay, Brisbane, Q., for free advice. Enclose a stamped, self-addressed envelope.)

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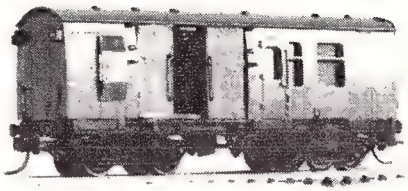

A Freelance Bogie Goods Brakevan

By Chris Pratten

For those who are not very skilful at scratch building, a search around the shops and thro' the catalogues often discloses a piece of proprietary equipment or a kit which can readily be altered to the particular line we want.

A brakevan similar to those in use on the NSWGR is, to my knowledge, non-existent in any kit or r.t.r. line. However, the Hornby-Dublo British Railways horse-box can be turned into quite a reasonable freelance brakevan.

The illustration shows what needs to be done.

The first step is to remove the three openingdoors on each side of the box — this section is the goods section of the brakevan, and two sliding doors can be fitted to each side — either shut, or, as so often is the case with the prototype, partly open. A staple in the edge of each door provides a suitable handrail.

The four axleguards need to be removed, and the bogies of your choice substituted for the original four Dublo wheels. To enable the trucks to clear the solebars on curves, you probably will have to build a boss downwards from the floor to hold the bogie fastening screws.

Footboards can be cut from balsa or card and added below the solebar.

A pair of Sentinel lookouts should be glued to the end of the van adjacent to the goods doors, and marker lamps by the same manufacturer fastened to the end.

A coat of near black paint will help to cover up any defects in workmanship, as well as giving the model a more life-like appearance than the bright red or green of the original horsebox.

The expert will question the window and door placing of the passenger compartment, and the fact that the guard's only access to and from the van is by the goods doors, but the overall effect is quite pleasing.

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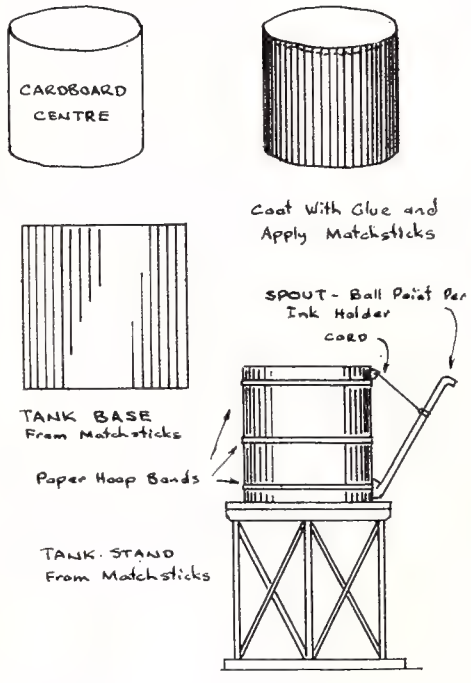

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Here is an opportunity for readers to submit photo stories of their layouts. Send glossy 5" x 4" prints to The Editor, S.C.R. Publications, 189 Homer St., Earlwood, N.S.W. Unused prints will be returned if accompanied by a stamped self-addressed envelope.

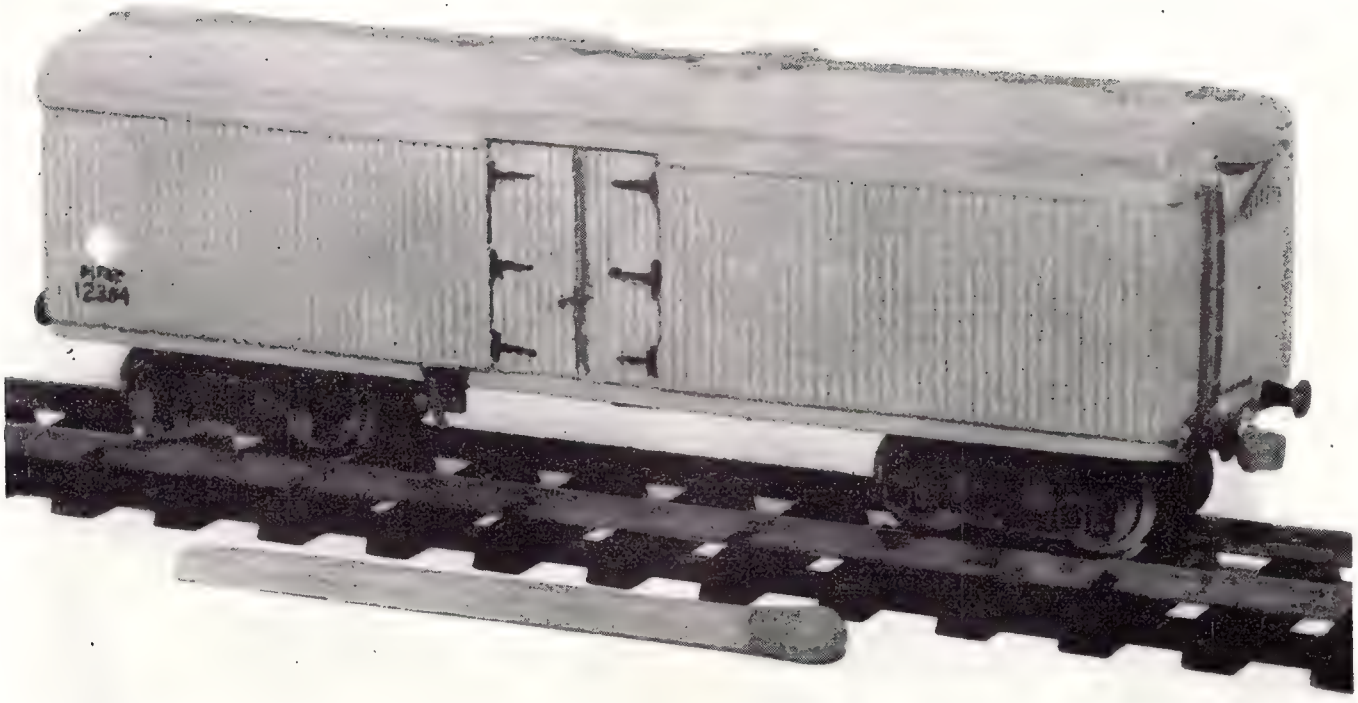
the scenic route

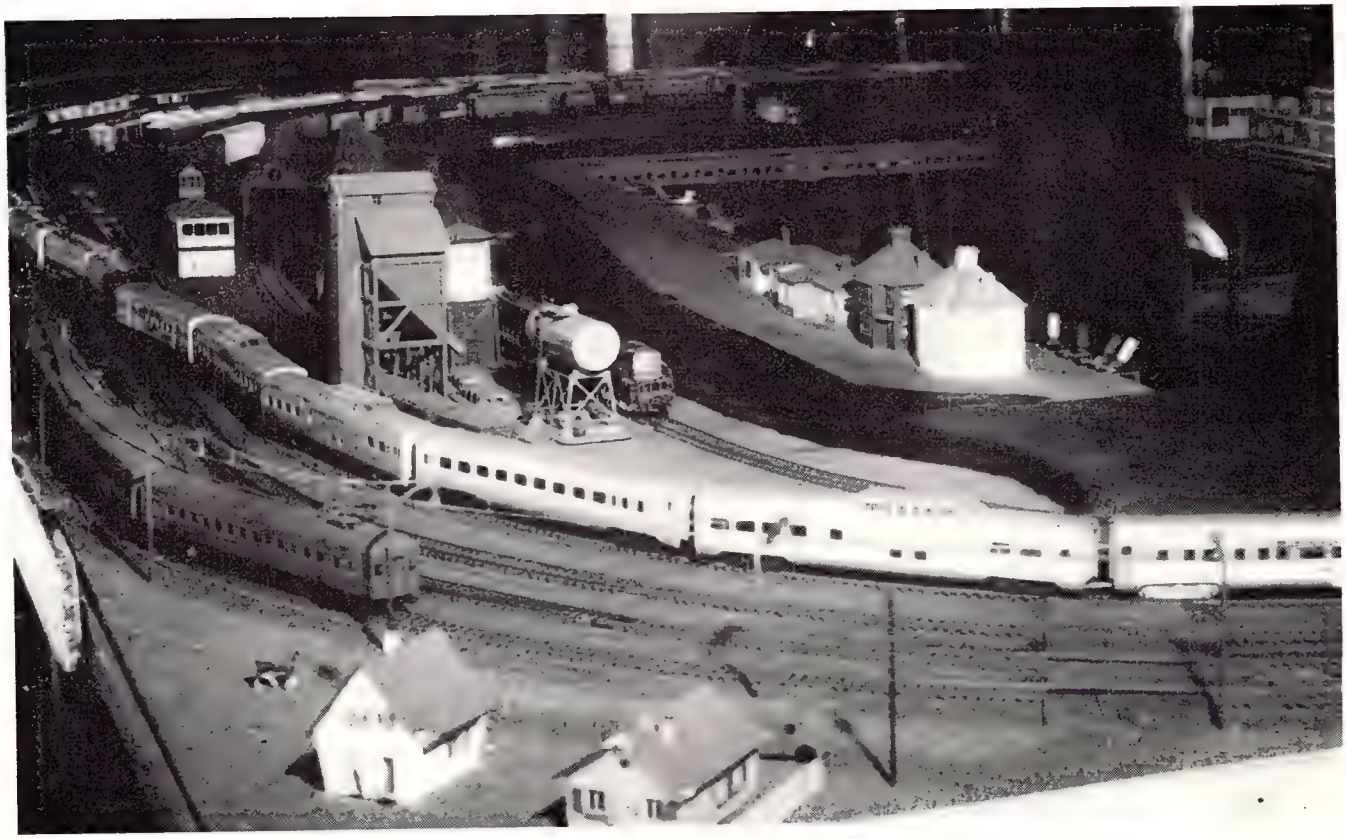
Can you match this? This is 2mm scale and the number of modellers in this diminutive size is steadily increasing. Paul Leuben, of Brisbane, is the craftsman. The brake handles can be turned.

Trackside work stops and the gang watches a mixed train leaving a deep cutting. Real rock from the gold mine of Walhalla, Victoria, give the setting to an HOn3 tank hauling scratch built coal hoppers and (just visible) a cattle car on lay-out of Ian Petherick, Victoria.

A busy noon-day scene on Herb Woolfe's Brisbane lay-out. The electric set in the left foreground was made from Athearn's Harriman coaches by fitting pantagraphs and a Mantua diesel motorised bogie.

A well-detailed O gauge scratch-built Alco diesel graces the track on Aub Thorpe's lay-out at Warradale Park, South Australia.





Want to solve the space problem? Then build—

AROUND THE WALLS

Says Bob Gorrell.

If the space bogey is restricting your layout to the popular but cramped little rectangle, it might be as well to consider an alternative. The supreme advantage of a larger system — the long length of run — can be readily achieved by making your railroad so big it takes up the entire room right to the very walls, but keeping it "small" by having all the middle empty!

The large single unit baseboard or table top is dispensed with altogther and replaced by a series of sections joined end to end and fitted to the walls. Consider the following advantages:

For the same area taken by the track itself, a much greater run is available to provide longer trains, more track between stations and greater possibilities for timetable operation. And there is nothing more conducive to good trackwork and scale speeds than a straight drop of three

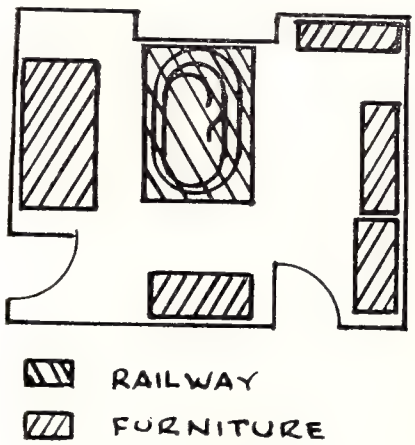


FIG. 1 (Before)

hundred scale feet to the floor! The centre area is left free for easy access to any part, and the room may still be used for its original purpose.

Against this are certain disadvantages, mainly concerned with getting past the furniture and across the doorways. A section quickly removable is a must for ready access to and from the room.

My own layout was a 6½' x 4½' pike of open grid construction. In even a large bed(!)room it took up considerable space and after the changeover the room is much more spacious, yet the mainline has increased from sixteen feet to more than fifty. (Compare Figures 1 and 2.) The first step was to draw a detailed scale plan of the layout showing all framework and to determine where to cut. With judicious use of the saw the original pike was parted into several sections, some being discarded and others used as a basis for the new layout. I would not advise this however unless the framework and trackwork were of a high standard, otherwise it is far less troublesome to start from scratch.

In my own case the width along one wall allows up to seven parallel tracks, and the principal station, sidings and loco facilities are located here on the generous width. In order to interfere as little as possible with the normal function of the room, the remainder of the trackwork (except for a proposed passing siding) is mainly single track on narrow trackboard, with furniture moved but a few inches out from the wall to clear it.

While the wider sections were built of ½" caneite on 2" x 1" frames, the single track was laid on 1¾" x ⅜" battens sold by timber merchants to cover joints in hardboard sheeting. It has ready rounded shoulders and a flat base, being of ideal proportions to support a single track. A problem is presented at corners, and I used caneite cut in curves of the required radius.

Caneite itself in such narrow strips is not strong, and requires a support at frequent intervals. Heavy plywood or laminated trackbed would be ideal. The baseboards proper are supported on 3 ft. legs of 2" x 1", (see Fig. 3). Some lightweight sections are without legs altogether, being supported each end by bolting on to the section adjacent. The single track is supported by legs of 1½" x ¾", which are held in place by screwing to the wall (see Fig. 4). In my room a moulded timber skirting board 9" high allowed a screw to enter under a ridge and the resultant small hole in the skirting board is usually

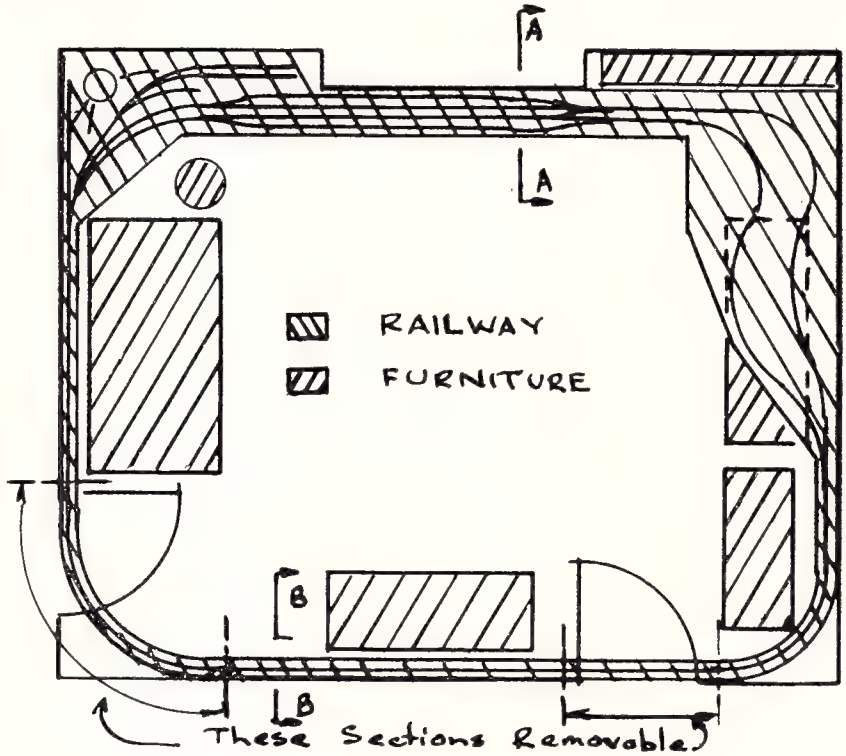


FIG. 2 (After)

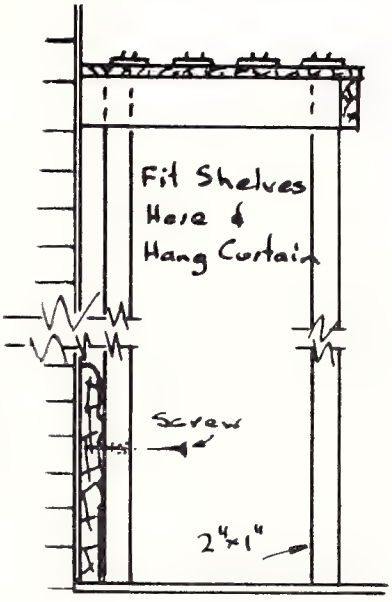


FIG 3 (Sect. 'A-A')

not visible, being hidden under the ridge. No permanent scar is left in the room when the holes are later filled and touched up with matching paint. Greater stability would be preferable in more permanent surroundings, allowing better scope to model scenic effects.

The new 'Yosemite Valley' is far less obtrusive than the old one. Instead of twiddling a 4-car shortie after its tail around a pint-sized 6 x 4, you watch a full length freight drag curving past door, nosing around on to the 16 ft. straight, through the tunnel way yonder and behind the wardrobe. Unless you want a model tramway, this is it!

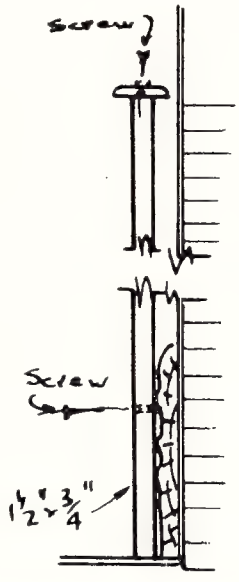
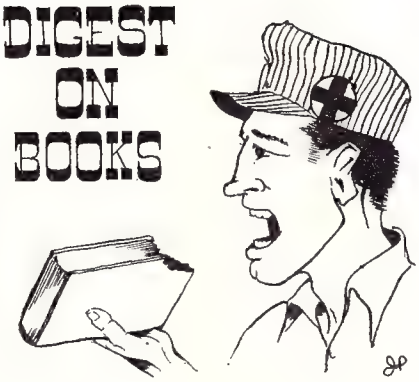


FIG. 4 (Sect. 'B-B')

DIGEST ON BOOKS



with

David Jamieson

IRON HORSES — AMERICAN LOCOMOTIVES 1829-1900. By EDWIN P. ALEXANDER. 237 pages 11" X 8½", with 97 photos. Bonanza Books, New York. 7 dollars 50 cents. Price 37/6, plus postage 2/6.

Without a doubt there is something about a locomotive which appeals to everybody. This book is a pictorial story of the development of the American locomotive from the first engine to run on rails in 1829 down to the turn of the century. This book does justice to the old locomotives — a representative collection of authentic prints and lithographs with case histories of the engines they depict that will delight readers of many tastes.

The railroad enthusiast will find a veritable treasury of illustrations and information. Collectors of Americana will cherish these fine prints. The student of history can trace the railway's expansion through the locomotive's growth and development. And here are ideal prototypes for the model railroader.

The historical and romantic side of these picturesque old-timers has never made a stronger appeal than it does today. Despite all the efficiency of modern streamline equipment, the old engines of yesterday still arouse the greatest excitement. To do them justice pictorially and preserve some of the colourful stories that surround their exploits is the signal contribution of this book.

FAR WHEELS — A RAILROAD SAFARI. By C. S. SMALL. 166 pages, photos, maps, tables. Simmons Boardman, New York. Price 41/6, postage 1/6.

The writer of this book is an American ad man who delighted in riding on out of the way railroads. Through the pages of this book one can travel in Japan — and a most interesting chapter it is — over some of the lesser known lines, through Peru, Jamaica, Fiji, Mozambique, Madagascar, Belgian Congo (as it then was), East Africa, Ethiopia and Eritrea.

Narrow gauge fans are well catered for in this book, and the many fine photos will appeal to lovers of the unusual and the scratch builder. The maps help to set off the various chapters.

For the amateur photographer a chapter on railroad photography has been included which should be a great help to all who like to take their own photos.

Appendices give rosters for all the railroads written about, and while far from complete they will be a help in visualising the motive power used.

UNITED RAILWAYS OF OREGON, by HARLEY K. HALLGREN and JOHN F. DUE. Pacific Railway Journal, California. Jan. 1961.

The railway enthusiast must be eternally grateful to the Pacific Railway Journal for the interesting, informative and well presented material it produces. This particular issue covers the development of United Railways in Portland, Oregon, from an inter-urban line to a steam railroad, through the years 1909 to 1943 after which the system was absorbed into the Spokane Portland and Seattle Railway Company.

The illustrations are varied, showing trestle bridges, steam locomotives, cars of various types, map, timetables, etc., all adding greatly to a clearly produced, well written book which all historians will find much to their taste.

Price 21/6, plus 9d. postage.

LIMA LOCOMOTIVES. Pacific Railway Journal, edited by DONALD DUKE, California, May, 1960. Second printing Jan. 1961.

This is a reprint of a 1911 catalogue originally issued by the Lima Locomotive and Machine Company, Ohio, U.S.A., catalogue number 16.

This catalogue covers rod locomotives and Shay locomotives. Each locomotive type is covered by a photo, plus full details of cylinders, drivers, truck wheels, weight, tender capacity, hauling capacity, steam pressure, etc., etc.

Of particular interest are graphs showing limit of weight of rod locomotives on rail used, and hauling capacity of rod locomotives.

The section on Shay locomotives will appeal to scratch modellers.

Price 32/3, plus 1/- postage.

REFERENCE MANUAL AND CATALOGUE FOR HO MODEL RAILROADERS. Wm. K. Walthers Inc. 1962. (Prince 1 dollar).

This catalogue is a handy book for all. It not only lists locomotives, rolling stock, electrical equipment, buildings, etc. for sale but it is packed with information that will be handy to all. Articles on track templates, planning your layout, Pullman cars, interior details, car lighting kits, super-detail kits, using Beejay building papers, tools, articles on wiring for two-rail operation and excellent diagrams showing passenger car parts. All in all a very useful publication.

(All books reviewed above are by courtesy of McGill's Newsagency, 183 Elizabeth Street, Melbourne.)

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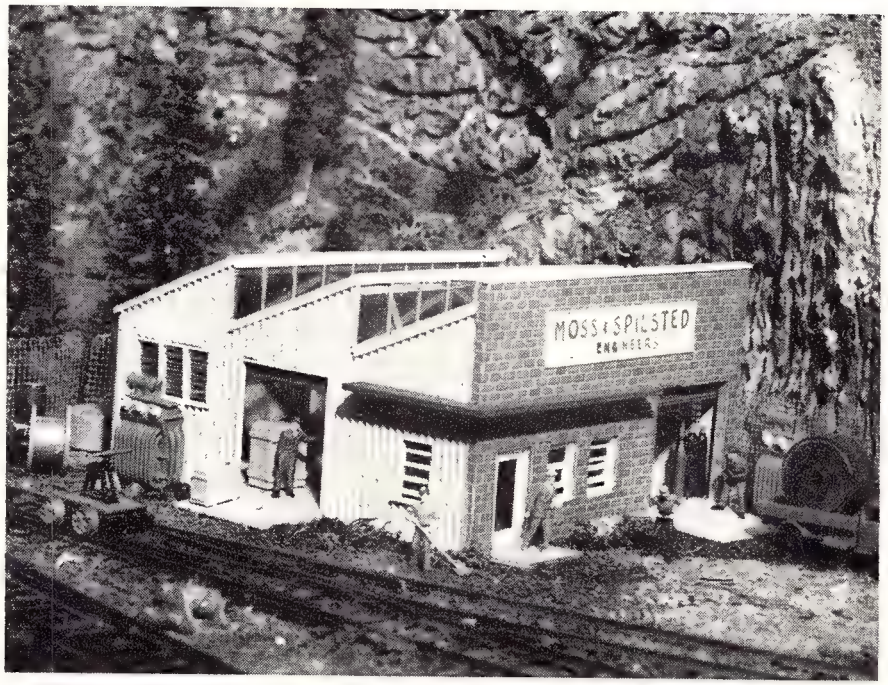
SCRATCH BUILDING FOR BEGINNERS

By John Wheeler

A Saw-Tooth Roof Factory



Well, how did you get on with the building programme in last issue? No doubt you have built at least one of these sheds. This month we plan to use up the balance of the sheet of Super Six asbestos sheeting used last time.

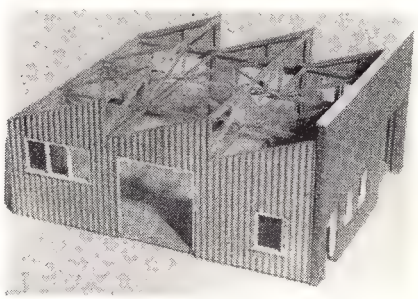
The factory pictured above is typical of many thousands built throughout the world. I am sure you can find a similar prototype in any industrial area. The size shown in the plan was set to suit my particular layout, you can make yours any size you like.

Don't forget the yard. Most factories have plenty of junk around — pieces of steel, steel racks, old products, even an outdoor showroom displaying the company's products. Well ..... down to work.

Step 1: Take a piece of cardboard a scale six inches thick and cut to size of internal floor area of factory. Scribe the floor in 12ft. by 6ft. oblongs to represent the concrete slabs, use a sharp hard pencil for this job. Finally, mark out position of office on floor.

Step 2: Take the sheet of corrugated timber and cut off a number of pieces each 18ft. long. It will be necessary to join two pieces together to make sides and rear walls. To do this lay one piece down flat on a piece of timber first placing a piece of tissue, or drawing paper between so that the glue won't stick both together. Hold corrugated timber to board with two or three small lill pins, next run a line of glue along edge of second piece of siding and butt up against fixed piece, holding this piece with more pins and leave to dry. For the building as shown, four pieces are needed — two per side, plus two pieces 12ft. wide, joined to form the rear wall.

When dry, carefully remove from board, tear off paper if stuck and then lay out doors, windows and saw tooth profiles on each piece — remember one left and one right hand — cut out door and window openings in each piece. To prevent likelihood of splitting panels, cut these before saw tooth sections. This is because the door openings come pretty close to the bottom of the saw tooth cut out, not leaving much material. Don't worry if it does split, just rejoin as described above. I did the first side by cutting the top section first and had a couple of splits.



Just a word on cutting openings. Use a sharp new Gem razor blade for this job plus an underlay of thick card to save edge of blade. Start each cut from the corner into centre (see photograph). It is not possible to cut through in one cut, so take it easy, once having made the first scribe a ruler is not necessary, the blade will follow scribe. When blade gets blunt, break off end to ensure sharp edge.

After cutting all openings as per plan, clean up cut edges with sanding board, or file, then glue to floor.

Step 3: The building up of the roof trusses comes next. You will find it easier to finish off this section before fitting the brick front and office walls. For those who are not fussy about internal detail, you can omit this part and proceed with Step 4. The support beams and trusses are fabricated from 1/32 in. square stripwood for TT or HO, and 1/16 in. for 'O' gauge.

Step 4: Next in line are the office walls, cut from cardboard, say about 1/32 in. thick, glue in place, cut 6'8" by 2'9" door to factory, it can be a flush type door made from card stock; cut off two pins close to the head and glue on each side of door to form door knobs. Paint walls to any colour. Leave ceiling until later.

Step 5: The front wall comes next on the list. The basic wall is cut from card stock at least 8" thick. Mark out all doors and windows and cut out waste material. Next job is to cover external wall, including sides and the visible rear sections at the top. I suggest you also line the door and window openings with brick paper so that you obtain a more realistic finish to the windows and doors. Finish off the top of the wall with a concrete coping along the top. It is cut from a piece of 12 in. by 6 in. stripwood, 6 inches longer than the wall length, so that it protrudes 2 inches all round.

Step 6: Before fitting front wall it will be necessary to finish off the windows and doors in the factory and in the front wall. First we will fit the window frames; the sills to be done first. Refer page 14 of April/May issue for this detail. As this is a brick frontage I did not use a trim apron under the sill and I reduced the size of the upright and head board to 4 inches by 2 inches, set to the back of the opening so that the brickwork is visible to the outside, as happened in the prototype. Windows in the office can be as outlined in last issue, or you can progress one step further and fit either casements, or box frame type windows. I have installed box frame. Cut frames from light card, visiting cards are just about right. Glue to celluloid and trim to size, when dry, glue in place either open, or shut as required. One point, paint frames before attaching to celluloid.

Next, make glass doors same way. Paint these dark brown to resemble polished wood.

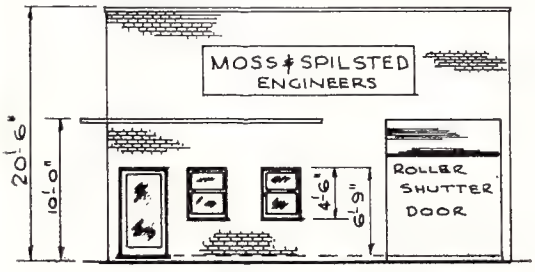
Step 7: Fit ceiling to office, fit win-

dows in factory; two methods are illustrated. The louvres certainly look the part — don't forget the odd broken one! Some careless clot put a ladder through the window in the picture, may be it was Ken, or Tim Moss? Anyway, as long as you have patience, cut strips of celluloid 4 inches wide and cut to length equal to window width. Then glue into position. Doors in factory are roller shutters made from scribed board 3 inches wide, scribe fixed as shown.

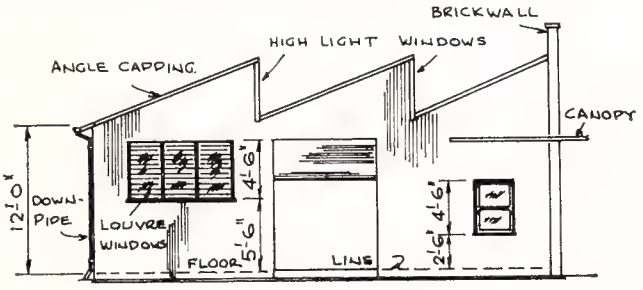
Step 8: Fit front wall to building, concrete canopy as shown. Paint first, then fix. This canopy is 2 feet wide and 2 inches thick. Roof comes next. Gutter at rear — refer last issue. Box gutter at base of glazing bars are 12 inches by 6 inches channels (obtainable from Sydney Model Railroad Supplies) painted silver. Then roof glazing. Fit celluloid full length as shown and glue glazing bars, 1 inch square, 2'6" apart, or as I did, cut pieces of celluloid 4' by 2'6" and glue in position with thin strips of timber painted silver to simulate glazing bars in between. Cut these same as mullions — described last issue. To finish roof, glue angle trim as shown where there is a change of plane. This is best cut from heavy paper.

Step 9: Ramps to factory, front porch floor and paint. Hang up the shingle and open the doors to business.

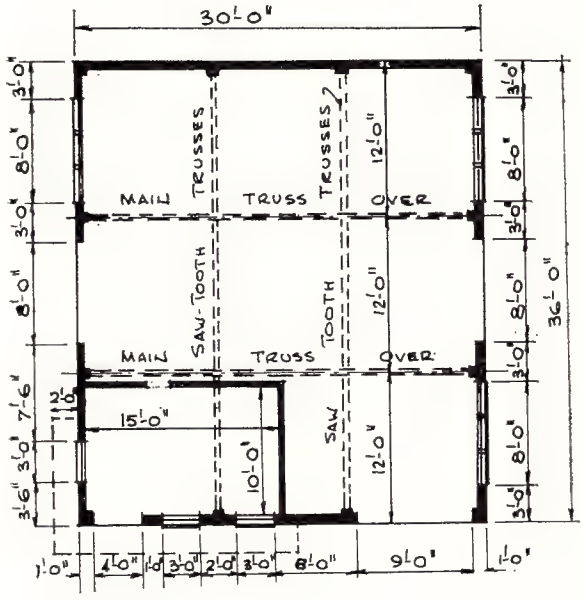
Why not throw a party to launch the new project?



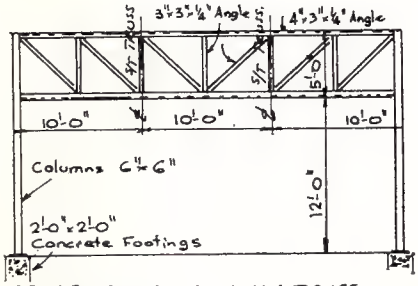
FRONT



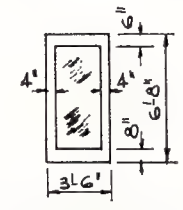
SIDE.



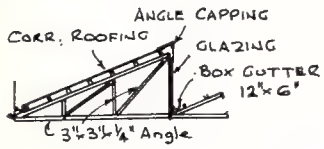
PLAN



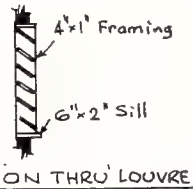
CROSS SECTION - MAIN TRUSS.



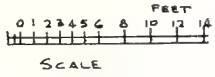
OFFICE DOOR
Glaze With Celluloid.

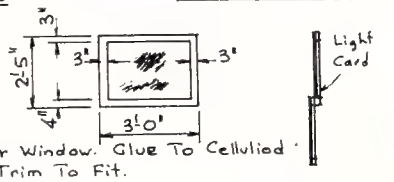


SAW TOOTH TRUSS



SECTION THRU' LOUVRE





Two Per Window. Glue To Celluloid and Trim To Fit.

BOX FRAME SASHES

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SPEND A PLEASANT EVENING ON—

AN EASY UMBRELLA PLATFORM - - - - By F. G. Gill

AN umbrella type roof for your station platform can be easily made from material you may have in your scrap.

The material needed is as follows: A slat from a metal venetian blind; ¼" dowel rod; pine or balsa wood.

The metal slats can be salvaged from an old venetian blind or you may have a slat left over from the blinds installed in your home. The radius of these slats is about 3¾". If more or less the only difference will be in the radius you cut in your roof supports. These slats are 2" wide. With a centre to centre distance between columns of no more than 2¾" check how many columns you will need. Be sure that you allow ⅜" past each end column to end of platform.

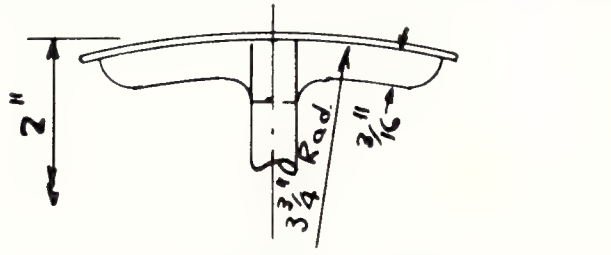
Now on a piece of 3/32" pine or balsa wood lay out the number of roof supports you will need. The sketches will have all the information you will need to do this. These roof supports fit into slots cut in the ¼" dowel, the dowel is ¼" diameter 1¾" long. One piece of dowel is needed for each roof support. The slot is ⅜" deep by 3/32" wide. When you have the roof supports and dowel columns cut, cement together as shown.

When dry set aside until you have your platform made. The platform is made of two pieces of wood. The under base is ⅜" by 1¾" by the length of the platform you have decided upon minus ¼" so as to allow for overhang of top pieces.

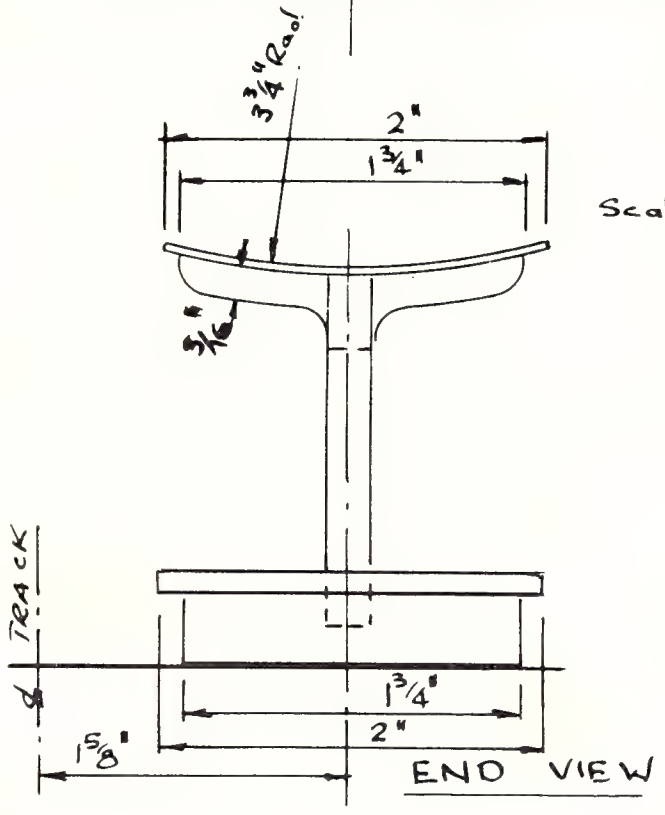
The top of the platform is cut from 3/32" thick pine or balsa and is 2" wide. When cemented on top of the base piece you should have an ⅛" overhang all the way around. As soon as the cement has dried on these pieces, draw a centre line down the entire length of the top piece. After this line is drawn make a mark ¾" in from each end. This is the centre of the end columns. Now mark off for the other columns being sure that they are not over 2¾", centre to centre.

Drill a ¼" hole all the way through the platform at each mark, be sure that this hole is at right angles from the top of the platform or your columns will be leaning one way or another. When holes are drilled put a little cement on the bottom of one of the columns and push into the ¼" hole. Be careful that you push them in from the top and at right angles to the platform.

After all columns are in place set aside to dry. Take you piece of venetian blind slat and cut it the same length as the top of your platform. If in cutting, any rough edges have come up dress with a file. Apply some cement to the top of each roof support and set roof in place. Use either Selley's Aquadhere PVA Glue or Davis All Purpose PVA White Resin Glue as these glues will bond metal to wood. Hold down until good and dry either with your hands or some small weights in the centre. The roof of the model may be held to the roof supports with spring clothes pegs until dry. After the roof has dried you are ready to paint. A good colour scheme would be tuscan red roof and the columns and platform cement grey. The centre line of the track should be 1-5/8" from the centre of the columns. When finished this makes a nice addition to your station building.

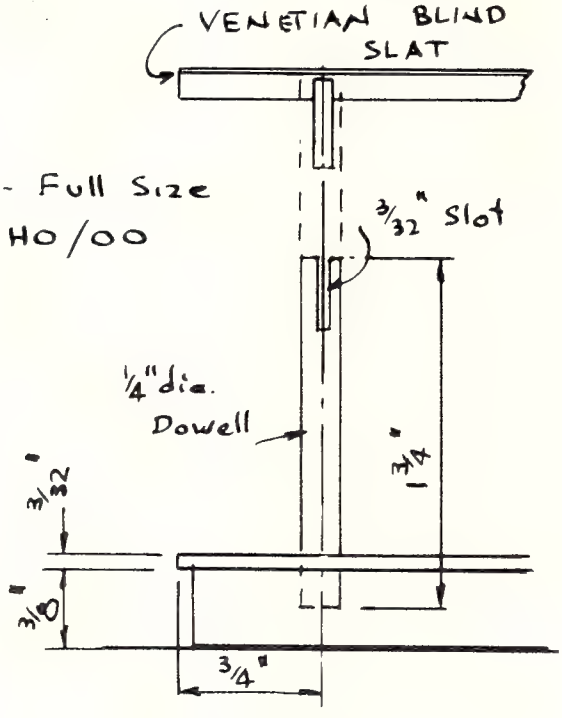


ALTERNATIVE FOR ROOF



END VIEW

Scale:- Full Size
HO/00



FRONT VIEW

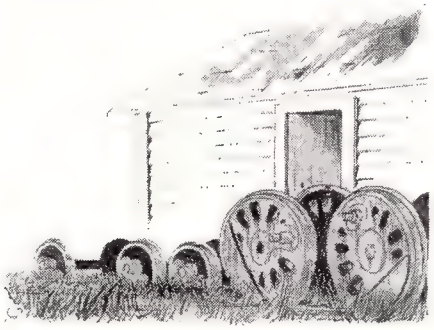
ROUND THE LOCO SHED

Jim Blaney

Recently some spare time was used to commence detailing the loco depot. Photos taken round loco depots over the years were examined and from these it was realised that every loco depot, large and small, has around it many little details that if applied to a model help produce that extra something. Most of these details are simple and much can be done with materials from the scrap box.

SPARE WHEELS

Most depots seem to have a few spare bogie and car wheels on an adjacent track. The wheels and axles are usually well rusted and in many cases half buried in grass. The scrap box will provide a few wheel and axle sets which can be painted black and then given a coat of thinned down rust coloured paint. Place these on a spare piece of track and you're half way there. For grass I use a good coating of Clag office glue sprinkled with sawdust.



FIREWOOD

Round most depots, particularly the smaller ones, are stacks of firewood used apparently for lighting fires in dead locos. These are close to a track and the wood is in about four foot lengths and up to about 9"-12" in diameter. Some of these logs will be split and stacks seem to be up to about four feet in height and 20 feet in length.

Location is usually—

Ordinary garden twigs cut to length and glued in sheet form on a balsa base give a stack that looks right. Place a few loose pieces on the ground near the stack and perhaps a man with an axe and you have filled another small space.

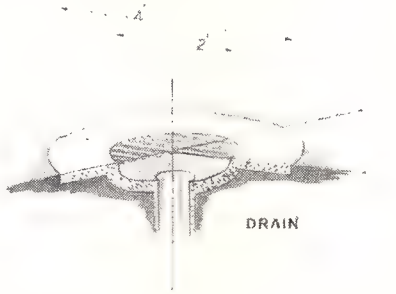
ASH PITS

Even small depots have at least one ash pit which may be located beside the coal stage. Pits are usually brick lined and have steps leading down from one end. On the side wall of the pit there is often a water valve with a length of hose attached, presumably for damping hot ash.

A length of fine copper wire suitably bent to represent the hose, soldered at the end to a pin, does the trick. The pin is then pushed into the side wall of the pit.

WATER TOWERS

Directly under the end of the water crane is usually a drain to take away dripping water. This drain is under the unused position of the crane. It can be about 2 ft. in diameter with a 1 ft. surround of concrete or brick and usually has some sort of grille over the opening, i.e.



In older locations the grille may have disappeared. Mine is without the grille and was made up with an ordinary metal washer of near enough size. A hole was drilled in the base board to represent the drain, painted a dirty grey. The metal washer was painted to represent dirty concrete and glued to the base board.

PILOTS

Somewhere close to the loco shed are sometimes found one or two spare pilots. Usually the scrap box will provide one that does not have to be in first class shape. As with the spare wheels paint black and coat with rust and another detail is complete.

BUFFERS AND COUPLERS

As with the spare pilots, a few buffers and couplers are not inappropriate. Buffers, by the way, are usually stood on the buffing face, i.e.

LIGHTS AND POWER LINES

Most loco depots are required to work during the hours of darkness and electric lights are usually scattered over the area. These can be like street lights, i.e. stuck on the side of a wooden pole which also carries the overhead wiring.

OLD TENDERS

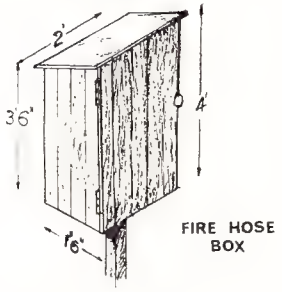
Old tenders stripped of wheels and running gear quite often are round the area near the turntable and coal stage. Presumably they are there as storage tanks. An old tender from the junk box painted black and well rusted is all that is needed. Remember to remove the coal. Sit the tender body on a few sleepers.

CREW SHEDS

The smaller depots usually have at least one of these little railway sheds with either a brick or tin chimney near the depot for use as either a lunch or change room. These can be either horizontal weatherboard, vertical board or corrugated iron construction and on the VR are painted the standard dark brown and warm stone colours. The roof can be well rusted and the whole structure well weathered.

FIRE HOSES

Usually one or two fire hose boxes are located round the depot, one of which should be close to the coal stage and wood stack. These boxes are painted red and are roughly —



— a match stick for the post, some balsa or card and red paint are all that is needed.

(Continued at foot of next page.)

LONDON LETTER

The Vice President of the Southern Cross Region of the N.M.R.A. is at present in Europe.

Sir,

I thought that you (and perhaps some of the boys) might be interested in model rail impressions I have gathered since I arrived here at the end of February. The snow had at that time ceased to fall, but large chunks of it — 12 to 18 inches thick — were still lying beside the principal roads. The sun, however, started to shine soon after but the weather has since deteriorated considerably and as I write is cold and rainy.

I was able to attend the Model Railway Exhibition at Central Hall — a bedlam of small boys. The leading firms had stalls but the crush was such that it was practically impossible to get near their counters. The British Region of N.M.R.A. had a small static display on a table and shelves in the basement.

I made myself known to the Officer-in-charge, a Mr. Kelly, like myself from Dublin — and am to receive an invitation to their next meeting to be held on Saturday, 11th May, in the evening in a room above a pub somewhere in London — so convenient for stoking up and raising steam! I must try to get along, although the annual meeting of the 2 m.m. Association is also on the same afternoon.

As you know my present interests are largely in the 2 m.m. field. At the Model Railway Exhibition there were two displays devoted to this scale. The first was the official static show of the Association with some very nice models of locos and rolling stock and also sets of wheels, etc., available from certain of the members with semi-commercial sideline activities. I had an opportunity of meeting some members that I had not seen at an earlier meeting which I had attended.

The second display was a layout representing a colliery railroad with some fine tank engines pulling rakes of wagons and a larger 4-6-2 tank coupled to a short train of 45' coaches. This layout was the work of the Groves, father and son. Consternation was caused during the show by one derailment (two wheels of one waggon) — the first in three years showing! Such a disgrace! The stock moved beautifully — automatic coupling — rail 1 m.m. high — and everything hand built from scratch, including the motors.

Incidentally the type of coupling they used was that originally designed by the late Alex Jackson, who was a member of the Manchester Club. It had been slightly modified by another member. The Groves had reduced its dimensions to suit the smaller scale and from a distance of some two feet — behind the rope keeping back the spectators — was virtually invisible. In consequence the buffers could be seen to be approximately the correct distance apart and the coupling can be just as effectively used on non-buffer stock.

I obtained a copy of the history and specifications of the unit and am sending it on to you in case you can use it in the magazine.

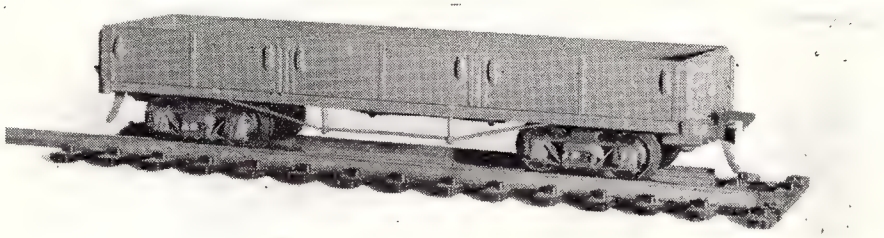
Paul Leuven of Brisbane is producing a beautifully cast little knuckle coupler to 2 m.m. scale. I took four specimens of them over to the 2 m.m. boys here and they were delighted with its finish and are inquiring what possibility there is for the manufacture by enthusiasts in Australia of components that might appeal to their membership — now 250 strong.

There seems to be an increasing appreciation of the worth of the material "Plasticard" — a type of Bristol board — but actually all made of synthetic resins which cuts well and can be joined with the appropriate special cement so the joints cannot be detected. I enclose a sample. I also enclose a sample of a new method of letter and number transfer that should have possibilities. You will see that the sizes go down to quite small dimensions and complete alphabets are available. It is called Letraset.

I have surveyed four alleged model supply shops. The Sydney and Melbourne hobby shops are 300 per cent. superior in presentation and availability of stock to any place I have been in London.

CHARLES BUCHANAN,
Earls Court, London.

Built in TT scale by Jim Blaney of Glen Waverley, Vic., this is a model of the VR gondola featured in our plan on page 27.



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NOTICE

Readers of the December 1962 "Booster" who have not received a copy of the photographs for inclusion in page 9 are requested to inform the Editor and a copy will be forwarded.

(Continued from previous page.)

These are only a few of the details noted from photos. Any, or all of them placed on your loco depot, will help to improve its appearance. The real answer of course is to go out to a local depot and see for yourself. Take a camera and sketchpad and spend a few evenings creating the detail you want for your models.

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- Spray painted, high impact styrene bodies with sharp lettering and painting detail.
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Lighted F9 "A" Diesel "Denver & Rio Grande," F9 "B" Diesel (non-powered) 1 operating hopper car, 1 chemical tank car, 1 gondola car w/culvert pipe load, 1 stock car, 1 skid flat car w/pipe load, 1 8-wheel caboose, 11 sections 18" radius curved track, 1 18" R curved terminal track, 1 straight 9" track, 1 straight re-railer track section making 45" x 36" oval, 1 TYCO-NMRA portable automatic uncoupling ramp.

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"Golden West" with Smoke, 4-4-0 1860 General Loco and Tender with Smoke, 1 Water Tank Car, 1 Horse Car, 1 Box Car, 1 Combine Car, Track 45" x 36" including Re-Railer and Portable Uncoupling Ramp.

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0-4-0 Booster Steam Locomotive "B & O", 1 refrigerator car, 1 operating hopper car, 1 skid flat car w/culvert pipe load, 1 4-wheel caboose, 11 sections 18" radius curved track, 1 section 18" R curved terminal track. Makes 36" circle including re-railer. **£10/12/6**

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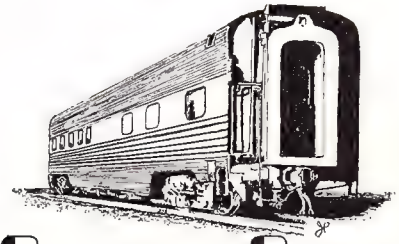
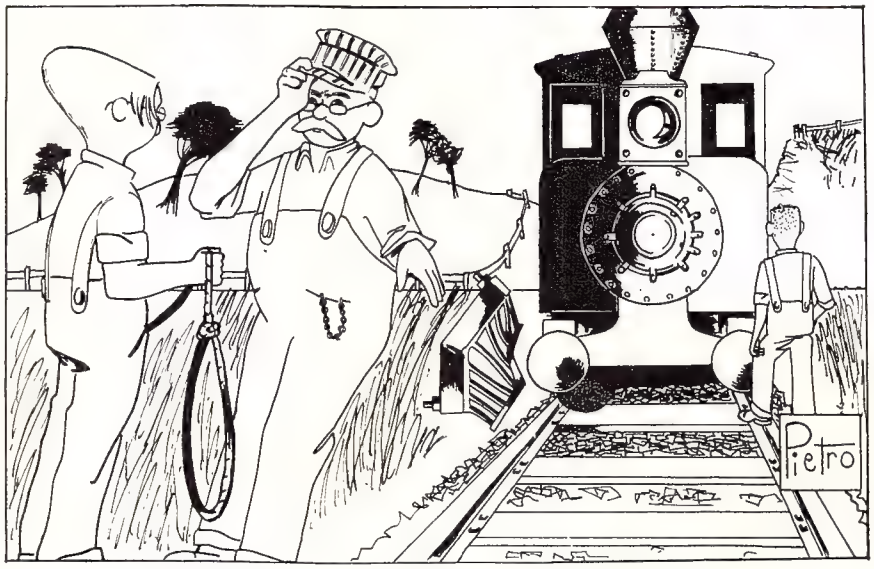


CLUB CAR

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.



"BUT YOU *TOLD* ME TO GET A COW CATCHER!"

N.M.R.A. ACTIVITIES

Southern Division

April saw Southern Div. expedition travel about 110 miles to Walhalla; a ghost town now, but once a bustling gold mining centre, served by a 25 mile 2' 6" gauge branch of the Victorian Railways. About 25 fellows and their ladies explored the old line, measured up an aging Climax geared loco and sorted through old photos recording the growth and passing of Walhalla. See later issue of A.M.R.M. for full details.

The timetable for May scheduled operations on the South Gippsland Railroad. Engineered by Wally Kennewell, at Sorrento, the layout is a single mainline continuous run with full length passing sidings. Two cabs control yards and through traffic. Ladies attending were entertained by Mrs. Kennewell; thanks for a fine day.

On Saturday, 1st June, the regular monthly meeting is planned to be an Auction. At 23 Beach Rd., Hampton, the sales will pay commission to Southern Div. funds.

The annual general meeting of this Division will be held on Saturday, July 6. A programme of films for members and their families will be screened.

Sunshine State Division (Queensland)

The meeting of Saturday, 6th April, was convened at the home of the Divisional Representative, Gordon Anderson, 6 Yaralla Street, Chermside, and consisted of an afternoon of railway recordings, both Australian and American. The meeting was not as well attended as is usual, but those who were there had a most enjoyable time. One of our country members, Keith Anderson, came down from Kingaroy for the meeting.

Next Meeting: July 13, Dave Jenkins, 14 Ovendean St., Yeronga.

Eastern Division

This Division held a meeting at Ken Spilsted's home on the 4th May which was attended by 16 members and visitors. During the afternoon we were able to inspect a number of catalogues provided by some of the advertisers in the new magazine, "The Australasian Model Railroad Magazine," which, incidentally, we hope all members approve of and like. These catalogues were brought by John Wheeler and covered items such as trucks, buildings, bridges, industries and people. These were very interesting and will appeal to many, I am sure. Photos of some of these products, with descriptions, will appear from time to time in the magazine. The latter had its coming-out party in April, being most ably edited by Tim Moss and chiefly assisted by John. He spent many hours taking the photos you saw in the first edition. The next edition, which you are now reading, should have plenty of variety from the other States. A vote of thanks to Mr. and Mrs. Spilsted who provided an excellent and most enjoyable tea, which terminated a good afternoon. Thanks, Ken!

I am hoping as your President that you will promote the circulation of the new magazine wherever and whenever possible, firstly as our new "Booster" news medium and on the other hand as the first printed model railway magazine published and written in Australia entirely by members of N.M.R.A.

As this magazine is basically an N.M.R.A. project, and as by now you have all had time to digest its contents, I would like to hear, either directly, or through your representatives, your views and criticism regarding the incorporation of our "Booster" into the new publication. Happy railroading, everyone.

BASIL HAMMERSLEY,
President, S.C.R.

Next Meetings: July 6, J. Wheeler, 70 Warrogul Rd., Turramurra; August 3, R. Gorrell, 165 Forest Rd., Arncliffe; September 7, Tim Moss, 189 Homer St., Earlwood.

New Zealand Notes

Tauranga Model Engineering Club had a car attached to a goods train from Matamata to Rotorua and back on Saturday, 18th May. The trip was made by 25 members and friends and it is reported that a most enjoyable and interesting day's outing was had. (There was no mention whether the train was, or not, steam hauled.)

Also on the 18th May the Railway Enthusiasts' Society ran a train to Meremere Power Station, 50 miles south of Auckland, hauled by 2 C-Class engines, Nos. 851 and 857. These two 30-year-olds were in retirement until several months back when troubles in the diesel fleet brought them out again, much to the delight of the fans.

The Meremere double-header trip was a most interesting one, members being shown through the power station which is coal fired. Also the two locos were coaled up by the members shovelling from a wagon into the tenders. A rare sight today. The trip was well patronised by almost 300 members.

At the Auckland Model Railway Club's annual general meeting N.M.R.A. member, John Wallers, was elected president unopposed. Several other N.M.R.A. bods were elected to the committee.

"The Railways of Switzerland" was featured at the monthly meeting of the Railway Enthusiasts' Society with a selection of fine slides by Peter Baker.

OTHER CLUBS

AUSTRALIAN MODEL RAILWAY ASSOCIATION, New South Wales Branch. Secretary: Syd Lothian, 92 Parthenia Street, Dolan's Bay; Chairman: Bob Gorrell, 165 Forest Road, Arncliffe, 59-1190.

Arrangements are well under way for *The Model Railway Exhibition* to be held in the Sydney Lower Town Hall on Friday and Saturday, 27th and 28th September. Any club, retailer or distributor who would like to exhibit and who has not received an official invitation, please contact the Chairman.

Meetings are held monthly, usually at members' homes, and visitors are welcome. A large HO scale club layout will be available shortly and a permanent clubroom is being considered. Subscription is 25/- per annum (15/- for juniors under 17). The A.M.R.A. *does not* aim to supplant local clubs. For further information or details of forthcoming meetings, please contact the Chairman.

REALISM COMBINED WITH ECONOMY

Nothing matches the realism of a perfectly scaled Tri-ang model railroad with background scenery, trackside accessories, etc. — all at a price that the amateur modeller can afford. In order to look right, all individual items added to the layout must be kept as close to true scale as possible. Houses, trees, people and animals will look very unrealistic if they are not to scale. Railways were built to take people, animals and goods from one place to another. Tri-ang model railways, therefore, will be much more like the real thing, if you can suggest this in your layout with representations of people, places, towns, villages and countryside, homes, hills and rivers.

The most realistic are Tri-ang HO/OO train crews, station crews, trees, etc.

If your scenery is to enhance and not to spoil the effect, you must remember that every house, tree or signal box should be to the same scale as the locomotives and rolling stock.

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Tri-ang Arkitex modern building equipment is true to scale modern building construction. The simple self locking parts are moulded in high impact polystyrene. The girder framework is erected on a base, and floors are positioned on each storey. Window panels, door panels, plain panels and vertical corners are then dropped into place, followed by the roof edging. With Arkitex you can construct an unlimited variety of buildings, from single storey office blocks to towering skyscrapers. They are a perfect medium for your own ideas.

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Tri-ang Minic Motorways provide you with the perfect combination of an electrified model dual roadway system, providing you with a range of cars, trucks, buses, etc., to tie-in with your HO/OO model railway system. Roadway sections include straights, curves, gated or ungated level crossings, intersections, Y sections, gradients, flyovers, roundabouts, etc. A special loading ramp allows automatic "drive on - drive off" onto railway rolling stock. Tri-ang Minic Vehicles are designed to operate from 12/15 volts D.C. The new speed and direction controller allows you to slow down, accelerate or reverse vehicles.

Ask your hobby shop for details of all Tri-ang models.

(Advertisement.)

CLUB CAR continued

THE MORETON MODEL RAILWAY CLUB. Hon. Sec.: R. Gough (Jnr.), 365 Fairfield Rd., Yeronga, Brisbane, Qld.

The Club has changed its meeting nights from the 2nd and 4th Wednesday of each month to the 2nd and 4th Monday of each month, and holds its meetings at the home of Mr. Athol Smith (Chairman), 12 Coates Street, Morningside, Brisbane. Visitors are welcome at Club meetings, and also at Mr. Smith's large "O" gauge layout, which is on display each Tuesday night after 7.30 p.m. Also club nights.

The Club is a hive of industry at meetings as we are building our "HO" 2-rail layout for the coming Model Railroad Week in November.

AUSTRALIAN MODEL RAILWAY ASSOCIATION, QUEENSLAND BRANCH. Secretary: Stephen Suggit, 20 Henry Street, Ascot (68-3400), or Public Relations Officer: John D. Newell, 34 Lawrence Street, North Ipswich (Ipswich 4578).

Meets 1st and 3rd Thursdays each month at its own clubrooms in old Railway Stores building, Countess Street, Brisbane. The rooms are on railway property, only a few feet from the Roma Street shunting yards and the main North Coast railway line. For members' use we have a large turning lathe of our own, as well as a well equipped tool chest. There is a good stock of books in our library; for testing purposes, O and S gauge tracks are available. Also in the room is our Sn3½ Queensland Railways Prototype display layout, while a HO/OO layout is under construction. Activities, such as visits to members' layouts and to places of interest on the prototype railways are a part of our interesting programme for the year.

THE AUCKLAND MODEL RAILWAY CLUB. Sec.: M. A. Halling, Box 2573, Auckland, N.Z.

This is probably one of the oldest clubs of its type in the country. Membership is limited to those nominated and seconded by present members in good standing. Meetings are held on the 1st Wednesday in each month in the Auckland Chess Club rooms, 8 p.m. A second get together for a limited number (as many as can comfortably get in the layout areas) is held at members' homes. A most informative news sheet called "The Clinker" is posted to members each month. There is some really fine scale modelling done by several members in this club, in several scales and prototypes.

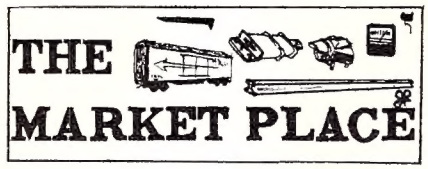
THE AUCKLAND METROPOLITAN MODEL RAILWAY CLUB. C/- K. Redward, P.O. Box 5883, Auckland.

This club, formed in recent years, has a large membership. During the last two years the club has held two exhibitions which drew large crowds and at the latter exhibition held a National Model Railway Competition.

The club publishes an excellent magazine called "The Stoker".

TAURANGA MODEL ENGINEERING CLUB. H. Shilton, 130 Sutherland Rd., Judea, Tauranga, N.Z.

The members are building a club layout in 2-rail 3/16 scale. (Actually Sn3½ using HO 16.5 m.m. track.)



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FOR SALE

EQUIPMENT consisting of: Tri-ang loading gauge, r & l hnd points, mailset, O.6.OT, petrol wgn, coal wgn,drum wgn, gds wgn, 20 curved and 22 straight rails, 2 uncoupling tracks, 2 buffer stops; Hornby OO home signal, van, bogie bolster wgn, 16 ton mineral wgn, 12 ton standard wgn, open wgn, low-sided wgn; Peco wgn; Rivarossi O.6.OT; Wrenn 10 yds flexible track, points — 2 "Y", 4 rh and 5 lh of various radii. Also 1 Tri-ang controller and 1 Tri-ang transformer. All good condition; the lot for £30 or will sell individually. John Burfoot, 17 Angus Street, Earlwood, N.S.W. Ph. 78 8764.

FOR EXCHANGE

CURRENT passenger timetables of U.S. class 1 roads for timetables of Australian and New Zealand prototype railroads. Every letter acknowledged. Richard E. McSweeney, 49 Oneida Avenue, Lake Hiawatha, New Jersey, U.S.A.

WANTED

BOOSTER No. 67 for January-February to complete the office file. Please contact the Editor, A.M.R.M.

INFORMATION on where to obtain TT size people and animals for my layout. K. A. R. Smith, 76 Liverpool Rd., Burwood, N.S.W.

RAILWAY Modeller for March 1957. K. A. R. Smith, 76 Liverpool Rd., Burwood, N.S.W.

READERS! Do you realise that your unwanted equipment could be selling in this space? 4000 eyes are focussed on this page every issue.

NOTICE

to original "Booster" subscribers & members of S.C.R. of N.M.R.A.

Due to the fact that there was no February issue of the magazine, subscriptions have been advanced one issue, which means that you will receive the correct number of copies.

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January, 1959: An experiment in scale TT; Equipment review; Fiction.
March, 1959: A One-hand Drill; Television interference.
May, 1959: Research on couplers; Lower quadrant semaphore signals; A Test Track.
November, 1959: Lower quadrant semaphore signals; Machine Ousts Gandy Dancer.
September, 1960: Queensland Railways 4-8-0 Locomotive; Layout Page.
January, 1961: Latrobe Valley R.R.; Taihoa National Railway; Shop Detective.
March, 1961: Modelling in Plasticine; New Zealand Locomotive.
October, 1961: Photographic Supplement; Armchair Modeller.
February, 1962: Diesel Photo Issue; Review Fleischmann Mogul; Giant Engineering Section.
April, 1962: Six Pages Scale Plans; Narrow Gauge; Power House for a Roundhouse.
June, 1962: Northern and Maine Layout; Tunnel Maintenance Car; Two Airfix Wagons.
October, 1962: The Finden Branch; Book Reviews; Weatherboards.
December, 1962: Tunnel Mouths; The Denver & Rio Grande; Making a Point Frog.

All these back issues are selling for 1/6 per copy. A full collection of past "Boosters" forms an invaluable reference library for all aspects of model railroading.

Please include postage: 1 copy, 5d.; 2 copies, 8d.; 3 copies, 11d.; 6 copies, 1/8; 12 copies, 2/8; 14 copies, 3/-.

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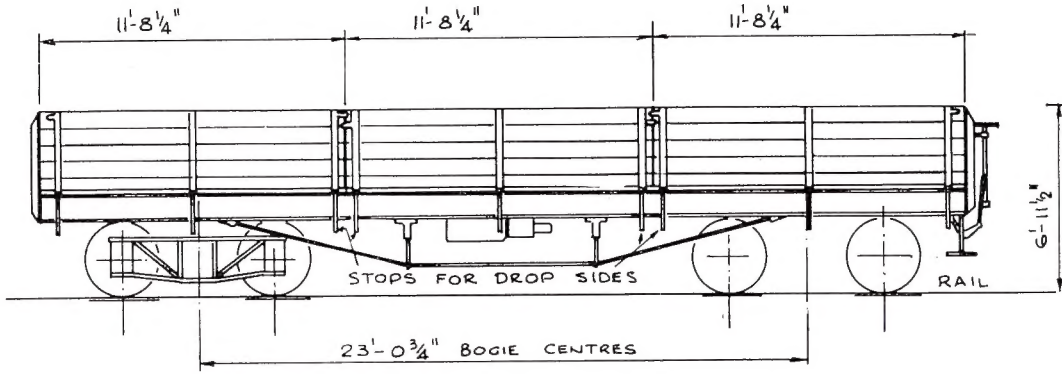
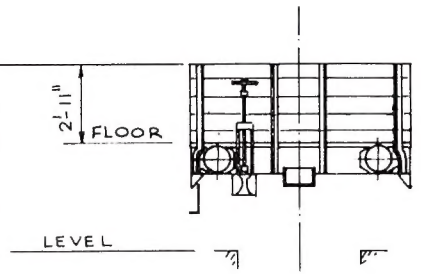
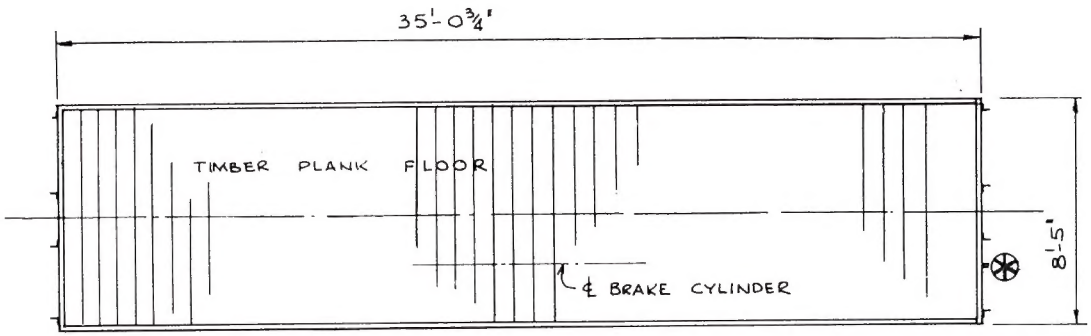


SIDE ELEVATION



END ELEVATION



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NOTES

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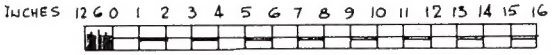

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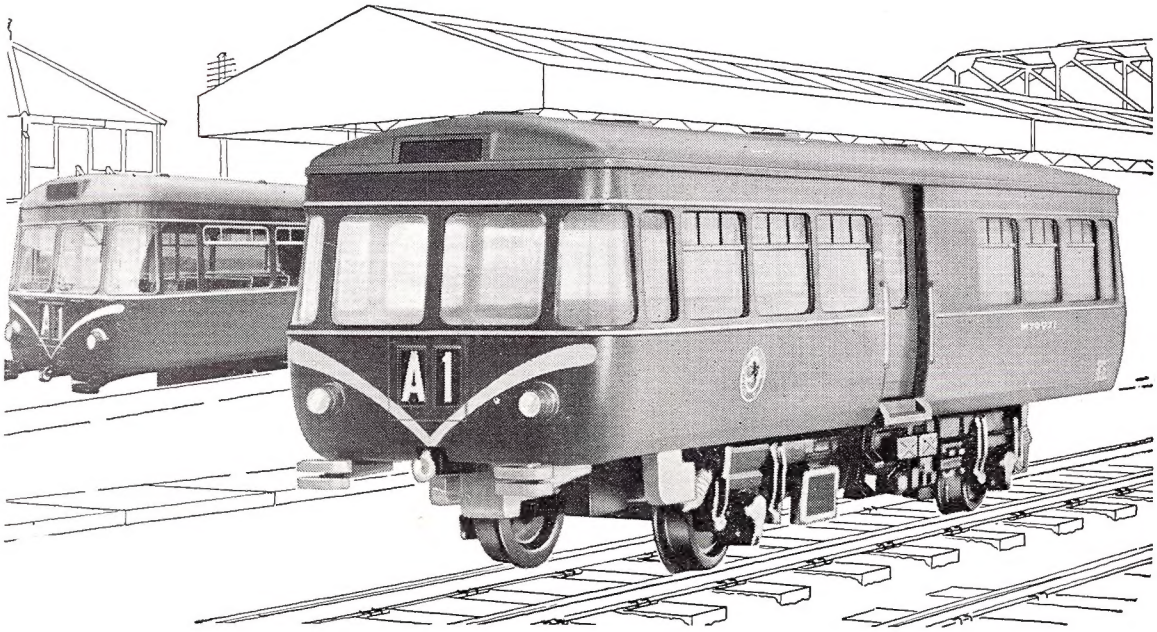

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Boxes of 24 couplings and 24 retaining pins ..... 5/9 per box

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